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UNION PACIFIC SUCCUMBS

THE GREAT SYSTEM PASSES INTO THE HANDS OF RECEIVERS.

Unable to Meet Its Fast-Accumulating Obligations, Its Friends Apply for a Receivership—A Deficit for 1893 of $3,000,000—The Road's Relations with the Government Described by Ex-Judge Dillon—The Inter-State Commerce Act Blamed in Part for the Road's Condition—President Clark, Vice President O. W. Mink, and E. Ellery Anderson Are the Receivers.

For the first time in its eventful history the Union Pacific Railroad is in the hands of receivers. Judge Dundy, sitting in the United States District Court at Omaha, yesterday appointed S. H. H. Clark, Oliver W. Mink, and E. Ellery Anderson receivers on the application of the executors of the estates of Frederick L. Ames and Sidney Dillon (the largest holders of the company's bonds) and Edwin F. Atkins of Boston.

This action is in line with the present fashion of self-protective receiverships. The interests that applied for the appointment of the receivers are friendly to the existing management, and their action was taken for the avowed purpose of protecting the property. According to an official statement issued last evening, "the object was to keep intact in one system, and to preserve the road at its greatest value, and anticipate possible suits growing out of the failure to meet obligations because of dull times. The present theory of the management will be continued, and all officers, agents, and employes will be retained."

Preparations for this receivership have been going on for several days, as was intimated in The Times early this week. Officers of the company have endeavored to keep the matter secret, and one or two of the Directors have wrenched the truth severely in their earnest endeavors to convince Wall Street that the appointment of receivers for the Union Pacific was an impossibility. Director Russell Sage, who has been in a high stage of indignation over the rumors of such a receivership, pretended to be greatly surprised yesterday when told that receivers had actually been appointed. On Tuesday he said: "All reports of a receiver for Union Pacific are absolutely unwarranted." Yesterday, after his first spasm of surprise, he ejaculated: "Well, I did not think it would be done so soon."

Bills of complaint were filed in the United States Circuit Court here, in Boston, and in the several Western States through which the roads of the Union Pacific system run, yesterday, making Receivers Clark, Mink, and Anderson ancillary receivers. Mr. Clark is the President of the company, Mr. Mink is Second Vice President, and for several years was Controller, and Mr. Anderson is a Government Director, having been appointed to that position by President Cleveland after having served as a member of the Pacific Road's investigating committee. The receivers are now in possession of all the company's property and assets.

The necessity for this receivership was explained last evening by ex-Judge John F. Dillon, counsel for the Union Pacific Company, as follows: "The company for the year ending Dec. 31, 1892, had a surplus of $2,000,000. From January to July, 1893, there was a loss of net revenues of $800,000; in July and August, a loss of revenue of $2,000,000. For the month of September there was a loss of net revenue of $1,500,000, as compared with the preceding year. From Jan. 1 to Aug. 31 there was a falling off in net revenue of over $2,500,000. The company is indebted for labor and materials on the 1st of October to the amount of $1,500,000, and its sinking fund and interest charges for September would be more than a million dollars, for October, $750,000; for November, $850,000; for December, $1,000,000, and January, $1,000,000.

"There will be a deficit for the year 1893 in the sum of at least $3,000,000, and the company is without money or means to meet these obligations, this state of affairs being brought about in part by the operation of the Inter-State Commerce act, which is gradually pressing the railroad companies of the country into insolvency, but chiefly and more immediately by the great stagnation and paralysis in business, particularly in the States where the companies' operations are conducted. The appointment of receivers was, therefore, inevitable and necessary as a means to protect the company and the Union Pacific system, such an appointment being the only way to protect the property from numerous attachments, levies, dismemberment, and consequent impairment of values.

"The branch lines of the company have been created in order to develop its business, and the branches are essential to the main line as the main line to the branches. The policy of the company in this respect has been uniformly approved by the Government, *i. e.*, by the Directors of the Pacific Railway system and reports and acts of Congress, and the receivers are appointed for all the roads and branches in order to preserve the unity of the system.

"The receivers named by the court are probably satisfactory to all interests. Mr. Clark has been connected with the road for years, and last year had made such a record that he was desired by all interests to withdraw his refusal to serve and to act for another year. Mr. Mink has been for years in the service of the company, filling various positions, as Controller and Vice President. The system of the company concerning the thirty or more branch and auxiliary lines is very complicated, and it is not too much to say that Mr. Mink is probably the only official familiar with the whole situation. Mr. Anderson was doubtless selected by the court as the representative of the Government interests. The Government, as is known, is a large creditor of the company, but it is a secured creditor, having a lien on the property of the company subject to a first mortgage, which is at the rate of $16,000 per mile on the road, except on the mountainous portions.

"No part of the Government debt is due until 1895. Inasmuch as the act of Congress requires the company to render preferential Government service, and the Government transportation over the road amounts in each year to a large sum of money, more than enough to pay interest on the Government obligations, and the company is also required to pay 25 per cent. of its net earnings to the Government to be applied on the debt, the Government in any event is in no danger of ultimate loss. Nevertheless, it has large interests to be protected and to be looked after, and doubtless the court appointed Mr. Anderson as the Government representative in view of his familiarity with the affairs of the company and of the Pacific Railroad's relations to the Government. He was appointed by Mr. Cleveland as Chairman of the Pacific Railroad's investigating committee of 1887, and his commission made a most thorough examination and report of the company's affairs. He was selected by Mr. Cleveland within the last few months as Government Director, and is now acting as such. The court stated, in making the appointment, that he appointed the first two by reason of their special knowledge and experience with the property, and that he considered it important, under the conditions existing in this case, that the Government be represented in the management, and, as Mr. Anderson was a Government Director having special knowledge of the property, he considered him adapted and fitted for the place.

The announcement of the Union Pacific receivership was not made public in this city until after 2 o'clock yesterday afternoon. It caused no surprise in railroad circles, and was not a disturbing feature in the stock market. The price of the stock had sold down in the Stock Exchange about 2 points, to 15½, prior to the news that receivers had been appointed. On that news the quotation rose to 16½, but subsequently dropped to 15¾.

First Vice President E. F. Atkins, who is in Boston, sent the following statement over the wires during the afternoon: "The gross earnings of the Union Pacific system for the first nine months of the current year, September being estimated, in comparison with the same period of 1892, show a decrease in gross of $4,643,000 and an estimated net decrease of $3,631,000. Since the falling off in the gross earnings assumed such large proportions, the Directors of the company and officers on the line of the road have made strenuous efforts to reduce, and have largely reduced, the operating expenses; but the decrease in gross earnings has been so large that the task of offsetting it by any reductions in expenses has of late seemed to be hopeless. The very large amounts invested in the properties, the multifarious interests involved, and, above all, the necessity for the continued operation of the various lines in the system as a unit, have seemed to impose upon the Directors the duty of acquiescing in the proceedings instituted by and in behalf of some of the more prominent holders of railroads in asking for judicial intervention.

"In this connection attention is called to the fact that on the 1st day of August, 1894, the so-called three years' trust notes mature. There are now outstanding of these notes $11,430,000. Within a short time thereafter the first installment of the debt to the United States becomes payable. No negotiations looking to an adjustment of these debts can well be made in the face of the present earnings. The revenues derived from current operations are not sufficient to meet currently accruing interest and sinking fund charges, notwithstanding the fact that the present is under ordinary circumstances the most prosperous season of the year."

When Sidney Dillon was alive it was his proudest boast that he built the Union Pacific Railroad. He certainly in connection with that work proved himself one of the most indomitable of contractors, for the construction was pushed through in the face of many difficulties. Congress granted a charter to the Union Pacific Railroad in July, 1862. That charter gave it the right of way over the public domain, with 12,800 acres of public lands per mile of road, and a subsidy in Government bonds at the rate of $16,000, $32,000, and $48,000 per mile of line, the object being to apportion the subsidy in ratio to the cost of the several sections. The amount of the subsidy for 1,033 miles, which is almost the entire main line, was $27,226,512.

It was provided in the act of incorporation that the subsidy bonds should be a first mortgage on the road. By a subsequent act the company was allowed to issue an equal amount of its own bonds, which were to be a first lien on the road, the subsidy bonds being thereafter a second mortgage. For the repayment of the subsidy bonds the company was required to pay annually to the Government 5 per cent. of its net earnings and to allow the Government to retain one-half the charges of transportation on its account. The construction of the road began in December, 1863, but very little work was done until 1865 owing to trouble in the location of the line. The road was completed in May, 1869, from Omaha to Ogden, Utah, forming a junction at the latter point with the Central Pacific of California.

The Union Pacific Railway Company was formed Jan. 24, 1880, by the consolidation of the Union Pacific, Kansas Pacific, and Denver Pacific Railroad Companies. The terms of the consolidation gave to the shareholders of each company a corresponding number of shares in the new company. The stock of the consolidated company consisted originally of 507,623 shares or $50,762,300. On the 6th of February, 1881, $10,000,000 of additional stock was sold at par.

Almost from the inception of the scheme Oakes Ames and his brother Oliver of Boston became interested in it. Their firm was carrying on an enormous trade in shovels and picks with California, and they naturally desired that the road should be built. They obtained large contracts for its construction, and subsequently transferred them to the notorious Crédit Mobilier of America, a corporation in which Oakes Ames was one of the largest stockholders. Oliver Ames was President of the Union Pacific Road from 1866 until 1871. The Ames family have since been large holders of the securities of the company.

Horace F. Clark, son-in-law of Commodore Vanderbilt, was elected President in 1872. Sidney Dillon was elected President after Mr. Clark, and retained the office for several years, being succeeded by Charles Francis Adams. Mr. Jay Gould obtained a controlling interest in the property while Mr. Dillon was President, and Mr. Adams's election was in consequence of a revolt against the Gould régime. Two years before his death Mr. Gould regained the control and promptly put Mr. Dillon back in the office of President. An attempt made during Gould's last illness to wrest the control of the road from him was frustrated by George J. Gould, who succeeded in obtaining sufficient proxies to elect S. H. H. Clark, a loyal adherent of the Goulds, President of the company.

Judge Benedict, sitting in Brooklyn, signed the order appointing the ancillary receivers, Messrs. Clark, Mink, and Anderson, for the Southern District of New-York, and the papers were filed in the United States Circuit Court in this city late yesterday afternoon. The complainants were Oliver Ames, second, and Samuel Carr, executors of the estate of F. L. Ames; Peter B. Wyckoff and Edwin F. Atkins. They are represented by Dillon & Hubbard and the defendant complainants by Holmes & Adams.

In addition to the Union Pacific, among other companies in the system covered in the belt as defendants were the Atchison, Colorado and Pacific Railroad, the Atchison, Jewel County and Western, the Boulder Valley and Central Wagon Road Company, the Bozemann Coal Company, the Calloway Improvement Company, the Carbon Cutoff Railway Company, the Central Branch Union Pacific Railroad, the Denver, Leadville and Gunnison, the Green River Water Works Company, the Jewel City and Fort Kearney Railroad, the Kansas Central, the Kansas City and Omaha, the Kearney and Black Hills, the Laramie, North Park and Pacific Railroad and Telegraph Company, the Lawrence and Emporia Railroad, the Loveland Pass Mining and Railroad Tunnel Company, the Montana Railroad Company, the Oregon Short Line, and the Union Pacific Coal Company.

The executors of F. L. Ames say that their holdings are 10,000 shares of the capital stock of the Union Pacific Railway Company, more than 5,000 shares of the Oregon Short Line and Utah Northern, more than 5,000 shares of the Union Pacific, Denver, and Gulf Railroad Company, and about 1,500 shares of the Oregon Railway and Navigation Company. They also have, according to the bill, considerable of the collateral trust 6 per cent. Union Pacific bonds, of the collateral trust 3-year 6 per cent. notes of the Union Pacific Company, of 5 per cent. bonds of the Union Pacific, Denver and Gulf Railroad, of 6 per cent. Fort Worth and Denver City Railroad Company bonds, of 7 per cent. Oregon Short Line bonds, of 7 per cent. Utah Southerns, and of the 6 per cent. bonds of the Idaho Central Railroad Company.

Messrs. Wyckoff and Atkins, the complaint says, are holders and owners of numerous shares of stock of the Union Pacific and of the Union Pacific, Denver and Gulf Companies.

The bill gives a history of the formation and establishment of the Union Pacific Railroad by act of Congress, in 1862, and of the formation of the Union Pacific Railway Company, June 24, 1880, under acts of Congress, the Union Pacific Railroad, the Kansas Pacific, and the Denver Pacific Railroad and Telegraph Company entering the consolidation.

The Union Pacific, with 1,042 miles, was chartered to run from the State of Iowa westward through Nebraska and Wyoming into Utah; the Kansas Pacific from Missouri west through Kansas into Colorado to Denver, 639 miles, and the Denver Pacific, with 106 miles, from Denver through Colorado and Wyoming to Cheyenne. The total mileage in the consolidation was 1,829.

The bill says the Union Pacific is the owner and controller of many railroads in various States holding the bonds of the same. A list of these bonds is given in detail and short sketches of the railroads. The system also owns several million acres of land in the West and Northwest.

The outstanding bonds and notes of the Union Pacific Railway, the complainants say, amounted to $97,682,735 on Dec. 31, 1892, of which amount $85,492,735 was afloat and in the hands of the public. At the date of filing the bill the funded, or floating, debt is about the same as at the end of the year 1892, not including the subsidy indebtedness of the company to the United States. The United States issued its bonds to the Union Pacific Railroad Company for $27,236,513 and to the Kansas Pacific Road for $6,303,000, due as follows:

Nov. 1, 1895	$640,000
Jan. 1, 1896	1,440,000
Feb. 1, 1896	4,320,000
Jan. 1, 1897	6,440,000
Jan. 1, 1898	17,342,512
Jan. 1, 1899	3,157,000
Total	$33,539,512

There is due besides these amounts, the bill says, balance of accrued interest, amounting to about $18,000,000, which may be increased. The liabilities are enumerated as furnished in the report of April 26, 1893, as follows:

Capital stock		$60,868,500.00
Funded debt		85,492,185.00
United States 6 per cent. currency bonds		33,539,512.00
Interest on United States bonds, balance of, sinking fund deducted		17,784,764.48
Interest accrued not yet due		877,799.27
Bonds and stocks owned by auxiliary companies, held as collateral		7,542,345.98
Income accounts:		
General	$12,356,838.24	
Income used for sinking fund	7,761,448.31	
Land and trust income	24,575,917.27	
	$44,694,203.82	
Less deficit of United States requirements and accumulations of sinking fund as compared with accrued interest on United States bonds Feb. 1, 1880, to date	5,368,268.63—	39,325,935.19
Total liabilities		$245,431,041.92

The company, the bill says, is indebted for labor and material unpaid Oct. 1, 1893, to the amount of about $1,500,000, which will be increased. The gross earnings of the road for the year 1892 were $46,573,295.39 and the operating expenses were $44,503,538.35, leaving a surplus of $2,069,757.04. A falling off in the gross earnings, the bill says, amounted to $863,733.38 from Jan. 1 to July 1 as compared with the corresponding period of last year. During July and August of this year, compared with the same months last year, the falling off in the net receipts was about $1,400,000. During eight months ending Aug. 31, 1893, as shown by the company's officers, the net falling off was $2,588,000.

The complainants say the stringency in the money market, general depression of business, and falling off in immigration are responsible for the showing of the company making it impossible to meet its obligations. It is calculated that the income will fail to meet the expenses for the year by $3,000,000. The holders of bonds, it was feared, would foreclose, causing endless lawsuits and attachments in all parts of the country. Thus, to keep the property intact and manage its affairs for all concerned, the receivers were asked for.

The bill says that interest and sinking-fund charges have matured during September on more than $1,000,000 of bonds, a portion of which remains unpaid. The interest and sinking-fund charges will amount in October to more than $750,000, in November $850,000, in December more than $1,000,000, in January, 1894, more than $1,000,000, and thereafter for some months about $1,000,000 for each period.

WASHINGTON, Oct. 13.—In the United States Senate this afternoon Mr. Manderson (Rep., Neb.,) offered a resolution instructing the Committee on Pacific Railroads to investigate and report whether the Union Pacific Railroad Company has passed into the hands of a receiver, and, if so, by what action and under what circumstances, and what steps, if any, are necessary to protect the interests of the United States and secure the indebtedness of the company to the Government. The resolution was laid over.

$17.00 to Chicago and Return via N. Y., Ontario & Western R'y on Tuesday, October 17th, via Niagara Falls. Leave West 42d St. Ferry 9:15 A. M. Franklin St. 9:00 A. M. Arrive Chicago 4:30 P. M. next day. Tickets at 371 B'dway, N. Y.—*Adv.*

Strange Absence of James Rogers.

Mrs. Ella Rogers, a pretty and well-dressed woman, twenty years old, reported at Police Headquarters yesterday that her husband, James Rogers, had been missing since Monday. She said they had always lived in Worcester, Mass., where her husband had been engaged in the livery business. They came to this city to better their condition. They stopped at the Hotel Bradford in Eleventh Street, near Broadway, and Monday morning Mr. Rogers started out to meet a friend, James Sheridan. He returned at noon, saying he had secured a position with Gordon & Co., liverymen, at 129 East Fourteenth Street. He went away again and has not been seen since. He is twenty-six years old and had considerable money with him.

United Hebrew Charities' Work.

During July, August, and September the United Hebrew Charities acted upon 2,759 new cases, 1,413 recurrent, and 855 transient, making 5,027 cases in all. Over 4,000 pieces of clothing were distributed, 522 orders for medical treatment were issued, 855 visits were made by nurses, 873 families were attended in various ways, and 258 free interments were provided. The employment bureau received 3,206 applications and provided work for 1,453 persons, while the society's industrial school had an average attendance of 202 pupils during the three months. The total expenditure was $48,211.73.

An Insane Man Jumps Into the East River.

Edward McLaughlin, an Englishman, forty-five years old, an insane patient in Bellevue Hospital, escaped from the institution early yesterday afternoon and jumped into the river at the foot of East Twenty-seventh Street, and started to swim to a vessel in the river. Barton Seagraves, a sailor on the old war ship New-Hampshire, which was tied up at the pier above, jumped into the water after McLaughlin, and after a struggle brought him to shore. The prisoner was again locked up in the insane pavilion.

Awarded $23,000 Damages.

ELIZABETH, N. J., Oct. 13.—In the Union County Court to-day Lawrence C. Bangert was awarded $23,000 in his suit for damages against the Pennsylvania Railroad Company. Bangert, some months ago, was struck by a train at the Fairmont Avenue crossing. His skull was fractured, and, after removing part of his brain, the physicians miraculously saved his life. He is permanently injured and partially paralyzed. He also lost a horse and wagon in the accident.

Mrs. Sartoris Sails for England To-day.

Mrs. U. S. Grant and her daughter, Mrs. Nellie Grant Sartoris, arrived at the Fifth Avenue Hotel last night. Mrs. Sartoris and her children will sail to-day for their home in England.

"Manhattan Day" at the World's Fair. For cheap excursions via Erie Lines, see "excursion column."—*Adv.*

"WILL STAND BY THE PEOPLE"

MR. GAYNOR MAY YET RUN FOR MAYOR OF BROOKLYN.

Would Have Acted Very Differently Had He Known of the Public's Desire, He Writes to President McMahon of the Emigrant Industrial Savings Bank—Will Not See Those Who Want to Nominate Him Imposed Upon, He Adds in an Interview.

James McMahon, President of the Emigrant Industrial Savings Bank, last evening gave out at his residence, 87 McDonough Street, Brooklyn, the following correspondence between himself and William J. Gaynor.

I.

EMIGRANT INDUSTRIAL SAVINGS BANK,
51 CHAMBERS STREET, NEW-YORK,
NEW-YORK, Oct. 13, 1893.

William J. Gaynor, Esq., Brooklyn, N. Y.:

MY DEAR SIR: I desire to unite my voice with that of the many who, at the meeting held last evening at the Academy of Music, named you as their standard bearer for the Mayoralty, for reform, and for all that word can express or imply.

I hope and trust you will be able to see your way clear to accept the nomination. I feel confident, should you do so, that your fellow-citizens, regardless of party, will put their shoulders to the wheel and aid, by every means in their power, your election. In my opinion, there is ample time to organize for a successful canvass. I am, very truly, yours,

JAMES McMAHON,
87 McDonough Street, Brooklyn, N. Y.

II.

BROOKLYN, Oct. 13, 1893.

James McMahon, Esq.:

DEAR SIR: I cannot adequately express how I prize your letter to me of this date. I pick it out of the large number I have received, and identify it. It almost makes me believe that I have been in error as to the opinion and sentiments of my fellow-citizens. But I cannot be blamed if I have been in error, for I could not know that which I was not told.

If I had known that there was a general desire in Brooklyn for me to run for Mayor, with a view of lifting up the government of Brooklyn and administering it for the rent payers and taxpayers, and for no one else, I would have acted very differently during the last two weeks, and especially during the last few days. But you will understand the difficulties I would have in running independently.

I would be against the field, in respect both of candidates and of difficulties. The obstacles of the ballot law I have publicly pointed out already. I suppose you know the Republicans could not indorse me. If that could be done, the difficulties of the ballot law would be out of the way. No man or men in political control in Brooklyn want me for Mayor.

The motto in the City Hall, "The people first and politics and party second, if at all," would not suit those who are called practical politicians in Brooklyn. I have been under no delusion. The cost of an independent campaign, owing principally to the ballot law, which is an ingenious device to prevent independent voting, would exhaust a small fortune. I would have to bear it myself, for no one has offered to help me.

If I saw any way of getting through the contest I would go into it to-morrow. It is well to rely on Providence, but one must remember that he is created to rely also upon himself. Yours very truly,

W. J. GAYNOR.

Mr. Gaynor was afterward interviewed at the Montauk Club by a reporter for The New-York Times.

"In view of the fact that the mass meeting last evening indorsed you unanimously for the Mayoralty, what do you intend to do?" the reporter asked.

"All I can say," Mr. Gaynor replied, "is that I have made up my mind that, if I can prevent it, I shall not see the people of Brooklyn, who want to nominate me, imposed upon. If some one is nominated whom they cannot support it shall be my duty to stand by the people, who, I now see, have stood by me. It won't do for the politicians to run over them this year. If I had known that these people relied upon me I would have acted differently, but there is no way for me to know what I am not told."

"Have you yet accepted the Judiciary nomination?"

"My mind is not on that subject at all, and never has been. My only desire has been to see some one nominated for Mayor who shall be fit for Mayor and who shall have the ability and honesty to lift up the Government of Brooklyn."

A dispatch from Albany was shown last evening at Democratic Headquarters, Brooklyn, stating that Mr. Gaynor's certificate of nomination for the Judiciary had been filed with the Secretary of State.

BRIDGE PLAZA MAY BE SAVED.

The Trustees Stop Work on the Plans in Response to Public Protests.

The visit of the committee of Brooklyn citizens to the Trustees of the Brooklyn Bridge Thursday to ask that something be done to prevent the encroachment of the elevated roads on the bridge plaza has borne fruit. The Trustees held a meeting yesterday and adopted the following resolutions, which were offered by Mayor Boody:

Whereas, In view of the belief expressed by a large and representative body of our citizens that the plan prepared for the approach to the bridge can be so modified as to better serve the convenience of our citizens, and, also, in view of the fact that our citizens urge that such a modification shall be made, even though it be accompanied by additional cost and considerable delay;

Therefore, be it Resolved, that the board suspend further work upon present plans until the whole subject can be reviewed under the light of such knowledge and guidance as can be secured.

The Indictment Record Beaten.

COLUMBUS, Ohio, Oct. 13.—The Grand Jury reported 357 bills to-day, of which 123 are against W. Z. McDonald, late Chief Inspector of Workshops and Factories. McDonald gave bond in $15,000, signed by Messrs. Miller of Columbus and Gibson of Cleveland. The Inspector is charged with 122 misdemeanors and with obtaining money by false pretenses. Vouchers intended to cover the semi-monthly traveling expenses of the Deputy Inspectors were signed by them in blank and the amounts filled in by McDonald. The aggregate of sums thus raised was in round numbers $5,000.

New Postal Card Machinery.

HARTFORD, Conn., Oct. 13.—The new machinery for making United States postal cards at Castleton, N. Y., will not be ready for the Government contractors, Woolworth & Graham of New-York City, until the 1st of December at least. It is possible that the 1st of January will be reached before the machines can be ready for service. The new rotary press, now being made in Boston, will deliver eight cards at a time. The four new counting and packing machines, which will do the work of eighty girls, will be built in this city.

Confessed to College Point Robberies.

COLLEGE POINT, L. I., Oct. 13.—Frank Cordier, nineteen years old, who is locked up in the Tombs in New-York charged with robbing Elm Street manufacturers, this afternoon confessed to Policemen Kraebel and Williams of College Point that he committed the recent robberies in this village. Most of the stolen property was recovered. He also admitted having robbed Charles Petters of $300. Cordier formerly lived here.

W. C. Cooper Charged with Forgery.

William C. Cooper was arraigned in the Tombs Police Court yesterday on a charge of forgery, and was held in $5,000 bail for examination. The detectives who arrested him refused to give any details of the forgery. He is thirty years old. His address was not given.

Chairman Sheehan Goes to Buffalo.

Lieut. Gov. Sheehan, Chairman of the Executive Committee of the Democratic State Committee, went to Buffalo yesterday and will remain until Monday. Senator Murphy telephoned to the State Headquarters that he could not say when either Senator Hill or himself would leave Washington.

CALISAYA LA BILLA IS IN ALL respects the best preparation of Calisaya.—*Adv.*

MEMORIAL OF JUDGE BLATCHFORD.

Tribute to His Character and Career by the Supreme Court Bar.

WASHINGTON, Oct. 13.—In pursuance of the notice given by ex-Senator Edmunds, at the opening of the Supreme Court of the United States last Monday, members of the bar of that court gathered in its chambers this morning to pay their tribute of respect to the memory of the late Associate Justice Samuel Blatchford. There were present Mr. Edmunds, Joseph H. Choate, Julien T. Davies, and Esek Cowen of New-York; John M. Butler and Solomon Claypool of Indianapolis, J. M. Wilson, W. A. Maury, Calderon Carlisle, and Hubley T. Ashton of Washington, and others.

Mr. Choate was made Chairman of the meeting, and James H. McKinney, Clerk of the court, was made Secretary. Mr. Choate gave an eloquent and earnest review of the life, character, and services of Justice Blatchford.

Mr. Davies, Mr. Edmunds, Mr. Wilson, Mr. Maury, Mr. Carlisle, and Mr. Claypool, having been appointed to prepare a minute for the consideration of the meeting, reported, through Mr. Davies, the following:

Mr. Justice Blatchford has closed a judicial career of over twenty-five years. Appointed in 1876 to the bench as District Judge for the Southern District of New-York, he brought to the discharge of his judicial duties capacity for labor and habits of exhaustive research acquired during his experience for nine years at the bar in the quiet town of Auburn, together with the qualities of promptness in dispatch of business and quickness of apprehension that had been cultivated by thirteen years of active practice in the City of New-York.

His labors as District Judge will live in the shape and form that the law of bankruptcy and of admiralty received from his judicial hand.

Later, from 1872 until 1882, as Circuit Judge, the law of patents especially owes much in its development to his patient research and faithful exposition.

Appointed to the bench of the Supreme Court of the United States in 1882, he brought to the discharge of his high duties an intellect trained and disciplined by his former labors in directions especially adapted to increase his usefulness in his new sphere. In this great tribunal he was distinguished as theretofore for his careful study of his cases, his patient and full statements of facts, and his learned and luminous expositions of the law. Always he wrought to the full measure of his strength. He gave to the service of his chosen profession and of his country all that was best of himself. He concentrated all his energies upon his official duties. Neither pleasure nor change of mental occupation had much charm for him. His life work was the discharge of the functions of a Judge, and all his powers were concentrated to this lofty end.

Resolved, That in the death of Mr. Justice Blatchford his friends have lost a kind and amiable companion, his profession a conscientious and earnest brother, the Supreme Court of the United States a faithful, able, and industrious member, and the people of the United States an honest Judge.

Resolved, That the Attorney General be requested to lay this minute and these resolutions before the court, and to ask that they be spread on the record.

Resolved, That the Chairman be requested to transmit a copy of them to the family of Mr. Justice Blatchford.

The resolutions were supported in brief remarks by Mr. Davies, Mr. Maury, and Mr. Carlisle. They were then adopted and the meeting adjourned.

M'KINLEY'S BEE IS BUZZING.

He Considers that the Fight of 1896 Is Now On.

CLEVELAND, Ohio, Oct. 13.—The remainder of the campaign in Ohio promises to be vigorously contested. Republicans have at last awakened to the fact that Mr. Neal has not yet been beaten. Republican complacency has been disturbed by the discussion of local issues and the tariff by the candidates for Governor and Lieutenant Governor.

One of the amusing features of the campaign is the way Republicans regard it, as the first skirmish in the battle of 1896. They reason that if McKinley can increase his majority of two years ago, when he defeated Campbell by over 21,000, and be carried in on a tidal wave of tariff reaction, with 28,000 or 30,000 plurality, it will make him the certain candidate for the Presidency three years hence.

He will not be compelled to make another fight in 1895. Precedent in Ohio condemns a third term for Governor, and McKinley can point to the defeat of Foraker in 1889 as justification for a refusal to run a third time. This will leave him untrammeled in a canvass for the Presidential nomination, and it will be as earnestly and vigorously pursued as are all McKinley's campaigns. Thousands of admirers think he will win, and are accordingly more than ever zealous for the Governor now.

If he is elected, wires will be laid at once for his higher ambition, and the Governor's office for the coming two years will be headquarters for Republican politicians.

All this causes that large proportion of Republicans who do not fully concur in McKinley's prohibitive tariff notions to smile, and is the subject of ridicule by the Democrats.

"Czar" Reed is shrewd enough to discern this undercurrent, and he is skillful enough not to seem to antagonize McKinley. He will not do as much for the Governor, however, as he did two years ago, when the State Committee worked him almost sick. Three speeches will be the limit, one in Cincinnati, another in Columbus, and the third here. These will be enough to demonstrate his popularity in this State, and the extra session of Congress will be the excuse precluding further engagements.

If, as is stated with great positiveness here, ex-Gov. Campbell and United States Senator Brice are to give the last two weeks of the canvass to active work in Ohio, the effect is likely to be electrical on election day. Two weeks of Mr. Campbell's presence and popular campaigning would settle many stories about his antagonism to Neal, and would be worth thousands of votes to the Democrats, while the manifestation of active interest in Mr. Neal's candidacy by Senator Brice, whose friends helped to nominate him, would be extremely valuable.

Mrs. March's Bequests for Charity.

POUGHKEEPSIE, N. Y., Oct. 13.—The will of Mary T. March, late of Staatsburg, has been filed in the Dutchess County Surrogate's office. The estate is estimated at $1,000,000, and it is disposed of contingent upon the death of the testatrix's son, Clement March. The following bequests are made to charitable institutions: $10,000 to the Porter Academy of Charleston, S. C., in honor of Mayor Rawlins Lowndes; $10,000 to Bellevue Hospital in memory of Charles March; $10,000 to the Louise Home of Washington, D. C., in memory of the mother of the deceased, and the remainder of the estate to Grace Church, in New-York, for the purchase of ground and the erection of a hospital, to be known as the John Pyne March Memorial Hospital for the relief of the sick, aged, and indigent in Grace Church parish.

Drained by Subterranean Streams.

POUGHKEEPSIE, N. Y., Oct. 13.—It is not generally known that within seventy miles of New-York there is a wide area of land drained by subterranean streams. In the eastern part of Dutchess County a spring flows from the base of a limestone ridge southwest of Stissing Mountain in a brook large enough to run a mill. Within a few miles of this water course are several streams which sink in the ground and reappear again. One disappears in a sink hole at the base of the hill on the north side of the road from Pine Plains to Pulver's Corners, and reappears as a large spring boiling up through the sand about a quarter of a mile southwest of the place of its disappearance.

Gleason Party Nominations.

LONG ISLAND CITY, L. I., Oct. 13.—Ex-Mayor Gleason's party held its city convention to-night in Gleason's railroad office, 12 Front Street. Theodore Koehler, present incumbent, was nominated for Supervisor; Owen Woods for Overseer of the Poor, Joseph Baker for city Constable, and Thomas F. McKeon for Game Constable. A committee of five was appointed to nominate two candidates for Alderman at Large and two for Police Justice. The convention indorsed Mr. Gleason for State Senator in the First District and John W. Moore for member of Assembly from this city. The party will hold conventions to-morrow night to nominate a candidate for Alderman in each of the five city wards.

H. F. Bindseil, manufacturer of finest Furs at lowest prices. 861 Broadway, near 17th St.—*Adv.*

VICTORY FOR THE VIGILANT

AGAIN THE AMERICAN CENTRE-BOARD TRIUMPHS.

THE CUP CAN BE PUT BACK IN THE SAFE.

The English Cutter Made a Gallant Fight, but Had Hard Luck on the Run Home.

VIGILANT WON BY FORTY SECONDS.

The Race Was Sailed in a Hard Blow from the East and the Yachts Plowed Through Heavy Seas—The Start Was Delayed Owing to an Accident to the Valkyrie—Capt. Cranfield, as Usual, Got the Best of the Start, and the Valkyrie Beat the Vigilant One Minute and Fifty-five Seconds in the Thrash to Windward—Coming Before the Wind the Valkyrie Had Two Spinnakers Torn, and so the Vigilant Passed Her in Spite of Delay in Getting Out Her Balloon Jib—The Closest Race Ever Sailed for the America's Cup.

The Vigilant has accomplished all for which she was created. America's Cup will remain on this side the Atlantic for another year at least. The American type of sailing vessel has once again shown itself superior to the best that British skill could construct, and the American pennant again snaps a saucy defiance to the sailormen of the world.

It was a tight squeeze that the Yankee boat had yesterday when the third and last of the races for the cup won in British waters in 1851 was sailed. It was a yacht race and not a walkover, and therefore there was the more merit in it, even though it did not wholly suit the enthusiasts among the yachtsmen who would have America's representative a yacht that could not be beaten at any part of a race.

The Valkyrie has to her credit the record of being the only yacht ever contending in an America's Cup race that has beaten the American boat in a race to windward. She has also to her credit the sailing of the closest race of any ever sailed for the America's Cup. It is the best record ever made by a "mug hunter" from the other side, and there is in these two records a meed of satisfaction for Lord Dunraven, even though he has not a victory in any one of the three races that were sailed. It is the best that any challenger for the cup has done yet.

Lord Dunraven had wanted a day with a good stiff wind for a race to windward to fully test the sailing qualities of his boat under what are deemed the most trying circumstances. He got it. The yachts did not have to go "wind hunting" at any time of the day. From the east the wind came in sufficient quantities to suit any yachtsman.

Possibilities of an uncommonly sharp day outside predicted by the weather prophets kept all but the saltiest of the fresh-water sailors somewhere in the vicinity of Madison Square, where there were chances of seeing the tickers and learning from them of what was going on outside. Valkyrie weather is not exactly landsman's weather. So the excursion boats, fewer in number, went out with about half loads as compared with those of Wednesday last. The pleasure-yacht fleet was smaller, for there were many of them that are not so desirable as a drawing room on Fifth Avenue when there is a good sea on. Only the larger of the tugs dared venture out on such a day.

To people who did go out there was a day full of pleasurable excitement, and one of the closest and best races ever sailed. First, there was the exhilaration of the trip seaward, with the flags and pennants whipping and snapping in a fashion that gave a foretaste of what was to come. The sky was overcast and the clouds were scurrying along with all the impetuous rush of a crowd trying to catch one of the Brooklyn Bridge trains during the "crush hours."

Incoming vessels buried their noses deep in the water as they fairly leaped along, impatient to reach harbor and be away from the storm that was chasing them in their flight to safety and repose. Every stitch of canvas was drawing. All the outgoing fleet of pleasure seekers had to pass the English bark Angola, inward bound, with every yard of sail stretched and sending her along almost as fleetly as a greyhound in his flight. Skysails and stunsails were set, and there was such a picture as rarely falls to the fortune of a landsman to see. Little wonder that every man on every steamer turned to his nearest neighbor and asked most enthusiastically, "Isn't it perfectly glorious?" The answer was as invariably, "Perfectly magnificent!" Bubbling enthusiasm and superlative adjectives were perfectly excusable under such conditions.

Nor could they be helped during the progress of the race, which proved to be the last of the series. But it was not all enthusiasm. When the Valkyrie, getting the better position at the start, began a perfect piece of windward work, there was depression all through the fleet. People who had gone out chivalrous in the extreme and professing a desire to see Lord Dunraven win one of the races "so as to encourage so good a sportsman," forgot their chivalry and became anxious Americans, thoroughly ill at ease for fear that the Valkyrie was going to do just what they had voiced a wish that she might do. But when a chance of victory seemed in her grasp then came to the fore the petulant American, who exercised to his fullest his constitutional privilege of finding fault with everybody aboard the Vigilant for having allowed the Englishman to get the best of her in anything. Anglomania and chivalry both proved to be a trifle less than skin deep. "Old Glory" would wave in spite of them. It is one thing to wish a rival success gracefully; it is quite another to accept defeat with any sort of graciousness.

It would be impossible to tell in cold type the hopes and fears, the anxieties and tribulations that took possession of the thousands who saw what was probably the greatest battle of the sails that was ever fought. Every man, woman, and child watched it with as intense interest as if each had something personal at stake. The Valkyrie could not gain an inch, but it seemed as if some one's heart-strings had been stretched a bit more than was possible without breaking. The men who had shouted loudest their hopes that the Englishmen might have just what they wanted now complained most bitterly because the Vigilant was to leeward and could not make headway as fast as the yacht that flew the bit of blue and yellow silk at her peak.

The Valkyrie had been a laggard in reaching the scene of the battle. The reason was not known. The Vigilant was in a good position when the preparatory signal was fired and the signal set announcing that the course would be due east. The Valkyrie was in tow and it was plainly impossible for her to reach the line in time to get away on anything like even terms with the cup defender.

"That isn't a fair shake; let Valkyrie get up to the line with Vigilant," was the protest of the crowd that saw that the Vigilant must get all the best of the start unless the starting gun was delayed.

"Let's beat the Englishman on her merits, not on such a handicap as that." Thus the American spirit of fair play asserted itself.

There was a general sigh of relief when the signal flags were run up that told all who could read them that the start had been delayed.

Finally came the pretty picture made by the manœuvring yachts as they tacked and scurried about, kicking up a lot of spray and showing their burnished hulls to the watching and waiting crowd. Then there was the crack of the gun, and the dropping of the starting ball aboard the May. The race was on. People knew it because the Englishman had once more got the better of the strategy before the start and secured the best place, to windward, for the beginning of the struggle.

About this time there was a call for lunch. But no one was hungry then, there was business of greater importance on hand. Off toward Long Beach, the merest of specks in the distance, stood the racers. Between them was a constantly widening gap as the Vigilant was being carried rapidly to leeward. There was despair when it dawned upon the crowds that she was not holding to her course as well as was the yacht from over the waters.

A beatiful panorama it made until the yachts changed their course. In front of the fleet sailed the two contestants, bowing gracefully to the shower of wind that was pouring against the canvas, every shred of which was stretched that a beat to windward permits. The steamers were backing and filling so as not to get up on the watery highway over which the yachts were skimming on their way to the goal for which they were making, fifteen nautical miles away.

Enough of sunlight came through the cloud banks to tinge the green of the waters and give it a sheen from which stood out in bold relief the white tops of the angry waves beating themselves into foam one against the other. From white hulls and black hulls alike there rose at intervals in the fleet clouds of canvas, and there was bunting enough on the steamers cracking in the wind to give all the color needed. The racers bowled along with the port rail under water and the white-jacketed sailors prostrate on the decks. Still as if in death lay these sailors, the only upright figures to be seen on the boats being the men at the wheels. Even these were on bended knees as if in invocation to the sea gods to keep them on a course which should bring to them the longed-for victory.

So the picture lasted until shortly after 1 o'clock. Then the Vigilant came about and the crowd was in a state of glorious expectancy. She was going to cross the bows of the Valkyrie, said the know-it-alls, and was going to take the lead that her position warranted and get to windward of the Valkyrie, who was a trifle presumptuous in thinking that she could beat an American boat to windward. From the heights of glorious expectancy to the lowest depths of despair was the fall that the partisans of the Vigilant had to take. It was a terrible one.

The Valkyrie was apparently gaining with every jump she made and every time she plunged her ugly black nose down into the seething waters. A drink and lunch now became an absolute necessity. Vigilant men went below and found what comfort they could there.

Then came greater grief. Lunch over, people came to see the turn at the mark. The hated Englishman had got there first, and two precious minutes passed before Vigilant could find her way about the little red and white flag that told that half the journey was over. That made Vigilant, with her handicap, 3 minutes and 33 seconds behind the Englishman. Could she ever overtake her and win with that handicap? That was the all-absorbing question.

It did not look well for a favorable answer when Valkyrie sent out that great cloud of sail known as her spinnaker and seemed to be infused with even more life than she had ever before shown. Then there was a delay that seemed one of ages after the mark had been rounded before the Yankee got her great bellowing sail out and filled with wind so that it would help her on her journey home. There was vexation indeed when, on the steamers so situated that their passengers could see all that was in progress, the watchers saw that there was some trouble in getting out the balloon jib. A mere speck could be seen clambering about on the forestay.

"The halyards are jammed," was the remark of a yachting expert, "and they cannot break out the balloon jib. That's cursed luck at this stage of the game."

He voiced the sentiments of every man in the fleet. For six precious minutes that sailor was clambering about between the masthead and the stay's middle, if a stay has a middle, and then he climbed up to the masthead for the last time and began the descent of the main mast. Before he was half-way down cheers began to pierce the air and then with a rush there bellied out to help America's champion on her course the great sheet that pulled like the longest train of oxen that ever went Westward ho! in the days of the prairie schooners.

Happiness came with the appearance of that sail, and then there was a joyful trip back to the lightship for all the crowd. Vigilant gained with every yard that was traveled. That it was all over save the shouting was the universal feeling. Victory was certain.

But there was that handicap! That had been forgotten, and then all speculation was centred on whether the American vessel now sailing on like a sea gull could sail fast enough to make good the allowance that she had to give Valkyrie.

Rip went the spinnaker of the Valkyrie. Destruction came to a second that was sent up, and as just before this Vigilant had overhauled and passed Valkyrie, there were people wicked enough to feel thankful for the accidents, although they did not allow their lips to speak the thoughts that surged up so that features told them, no matter what the lips might say. Then came the stern chase for the Valkyrie. Vigilant slipped on, slowly but certainly opening up the gap that told of ultimate victory. Even the seasick people turned out to see the battle royal.

Every man who owned a watch had in it hand. The old red hulk that marked the finish was close at hand. Seconds seemed minutes then and minutes seemingly lengthened almost to hours. The strain was intense. A puff of steam told that Vigilant had ended her run and crossed the line. The May's whistle could not be heard to windward, but the little puff of steam told the story.

Two minutes and thirteen seconds later another puff told that the Valkyrie had crossed the finish line and that the race was over. It also told that Vigilant had won by forty seconds.

The tension was ended. Cheers rent the air. Whistles screeched their joy, and cannon boomed their welcome to the victor. Men gray haired and old enough to know how to repress such inclinations hugged their nearest neighbor, shook hands vigorously with one another, and yelled like collegians at a football game. Joy reigned absolute. It simply effervesced. There was no containing its evidence. The crowds cheered both crews, became pouter pigeons when talking of America's pre-eminence on the sea, and then went down into the cabins to get out of the shower that came up just as the race was ended.

Corsair, which led all the fleet except Monmouth and Richard Peck up the bay, flung all her American flags to the breeze. Her guns barked viciously and exultingly, and every

outgoing steamer knew from her what had been the result of the race. Richard Peck devoted herself to beating Monmouth up the harbor, and the rest of the steamers to getting home the best way they could.

And so ended the races for the America's Cup for 1893. The envied mug will still hold its place of honor in the rooms of the New-York Yacht Club, and Vigilant's name will be added to the list of successful defenders.

HOW THE VIGILANT WON.

A Glorious Beat to Windward, in Which Valkyrie Excelled.

That there would be a wet sheet and a flowing sea and wind enough to bend the "gallant mast," nobody familiar with the sea doubted yesterday morning on the way down to the Sandy Hook Lightship. There was at 9 o'clock a piping breeze out of the northeast. The sky was overcast and windy, and the clouds were broken into those peculiar little blocks or squares indicative of more wind to come.

The Valkyrie, with her jib set and her mainsail up, but sagging at the throat, was going down the west bank in tow of the tug Pulver, while the Vigilant, under plain sail, was horsing down the Swash Channel, near the bar, with the tug Commander puffing laboriously behind.

After the Valkyrie entered the Swash the crew lined on the port side from the mast aft to jigger up to mainsail, but before the sail was made to set some trouble was discovered and two men were sent aloft. They fumbled awhile and unlashed something. Then Capt. Cranfield went aloft himself, and when he descended the sail came down. Then one of the men brought down the throat halyard block, and Capt. Cranfield and several of his men tinkered with it on deck for a long time, while Lord Dunraven stood craning his neck over their heads.

In answer to a question asked by a reporter for The New-York Times, Capt. Cranfield said there was something wrong with the block, but the trouble could be remedied.

There were fewer guests than usual on the Valkyrie. Lord Dunraven's daughters were not there, and besides the pilot, Martin Lyons, the only notables were H. Maitland Kersey, Lord Wolverton, and Vice Commodore Archibald Rogers.

While the Valkyrie was in trouble in the Swash the Vigilant was away to the southward of the lightship. Upon her deck were noticed C. Oliver Iselin, Perry Belmont, Charles Kerr, Herbert Leeds, Dr. W. Barton Hopkins, Edward A. Willard, W. Butler Duncan, Jr., Nat Herreshoff, and Capts. Terry and Hansen. Seeing the Valkyre drop her mainsail, the Vigilant people, who were too far away to see just what was going on, concluded that she was going to put in a reef, and promptly put in a single reef themselves. There was no occasion for it at the time, but they probably anticipated wind enough later to justify it.

At 11:05 the flagship May took a position north of the lightship, and displayed the signals D. C. B., which indicated that the course would be east. At 11:15 the tug Edgar F. Luckenback was sent off to log the course, and ten minutes later the May sent aloft the red ball, which meant that the time for the start had arrived. However, as the Valkyrie was just then hoisting her mainsail fully three miles away, the signals C. G. were set to announce that the start would be postponed until she was ready. The Vigilant, which had gone away off to the northeast, evidently mistook the signals for similar ones which meant "Race postponed on account of fog," and after much wigwagging between herself and the flagship, the tug Luckenback was sent off to explain away the misunderstanding. The Valkyrie having finally got ready, the preliminary signal was run up to the truck of the May's foremast at 12:07, and the preparatory signal was given ten minutes later.

When the Valkyrie came close it was discovered that she had followed the example of the Vigilant and put a single reef in her mainsail, but it was a very small reef compared with that of the Vigilant, hardly more than one-fourth the size. She had also set a smaller jib than that which she flew coming down the bay. Both yachts carried gaff topsails, the Valkyrie had a sprit at the head, and both were without jibtopsails. Indeed, there was no need to woo the breeze, for it was coming out of the east at a twenty-knot gait.

The boom of the gun at 12:17 o'clock from the flagship May could hardly be heard, the wind drowning the sound, but the red ball run up on the maintopmast stay gave the signal for the yachts to prepare. The yachts were then both on the starboard tack. The Valkyrie was headed for the lightship, and the Vigilant was further in shore, heading about northeast. For a moment the Vigilant lay in the wind and then the Valkyrie went about and stood over toward her. She crossed her boys, went down to windward of her, and then, jibing prettily, came up again on the weather quarter.

The Vigilant made a sharp lurch to keep ahead of the Valkyrie, but Capt. Cranfield luffed his boat and still held the weather position. Then, giving her plenty of sheet, he ran across the Vigilant's bows, and for a while the Vigilant held the weather position. The Valkyrie again stood inshore, and then, going about, stood for the lightship end of the line. The Vigilant, in the meantime, had stood right down to the crossing line, and it was evident that either Nat Herreshoff or Capt. Cranfield had miscalculated.

On they came, and it was a question whether the Vigilant would not have to go about again, or cross the line before the gun. At 12:27 the starting signal was given and about ten seconds later the Valkyrie shot over the line, while the Vigilant had to make half a board to weather the flagship. Both yachts were then on the starboard tack, pointing northeast by east. The Valkyrie held the weather position. She was about 100 yards to windward of the Vigilant, and again Capt. Cranfield had outmaneuvered Nat Herreshoff of the Yankee boat.

The wind now was blowing about twenty miles an hour and was increasing in force every minute. The whitecaps that appeared early in the morning had blown into good-sized waves, that were hurrying and scurrying along toward the shore, and, in their eagerness to get there, tumbling over one another, throwing their spray hither and thither and making things unpleasant for everybody except lovers of a yacht race. It was a breeze such as Lord Dunraven had been wanting, a breeze with plenty of sea accompanying it, and one that would thoroughly test the merits of the yachts.

The Valkyrie seemed to be a trifle stiffer than the white Yankee boat and her sharp nose cut through the water easily. She pointed high, too, and at the start renewed the tactics of the previous races by seeming to draw ahead. This, by the onlookers, was regarded as part of the customary programme. It was expected that the Valkyrie would lead for a while, in order to make things somewhat interesting, and then that the Vigilant would go to the front and settle the question of superiority beyond a doubt.

The Vigilant pounded considerably on the waves and threw big mountains of spray on either side of her bow. She dropped down to leeward of the English boat, but as soon as she was across the line commenced to foot fast. About fifteen minutes after the start the wind hauled a point to the southward. The Valkyrie was sailing about four points off the wind and three points off the course. She was pointed high, much higher than the white boat, but the Vigilant had forereached on her, and, although to leeward, was well in the lead.

At 12:45 o'clock, the Valkyrie was at least 200 yards to windward of the Vigilant and every minute she was making this gap wider. The wind was still breezing. The waves were looking angrier. The barometer was falling fast, and out to the eastward it looked dark and lowering. The waves seemed to glance off the bows of the Valkyrie, but they came against the Vigilant with a thud and the spray was tossed up in the air and fell down on the deck, drenching every one.

The Valkyrie's decks were by no means dry, but she was making better weather of it than the Vigilant. The waves were setting the Vigilant down to leeward, and she seemed to be sailing against the Valkyrie just as the Colonia had sailed against her in the trial races. Nat Herreshoff gave her one or two sharp luffs, but was unable to hold on the same course as the Valkyrie. At 1 o'clock the gap between them had been increased to about a third of a mile, but the Vigilant had forereached so far ahead that when she went about on the other tack it appeared as though she would come very close to the English boat.

The wind was now nearly twenty-five miles an hour. It was whistling through the rigging on the excursion steamers in an angry way. The yachts were standing on toward Long Beach, and the big hotels and Summer cottages were looming up prominently ahead. At 1:10:30 the Vigilant went on the port tack and stood over toward the Valkyrie. She rapidly drew near the English boat, but at 1:12:40 Nat Herreshoff, seeing that he was unable to cross the Valkyrie's bow, put her about again, and both stood on toward the beach. The Vigilant began sagging again and she was given a sharp luff to get a better hold on the wind.

The Valkyrie now began to outfoot the Vigilant in addition to eating out to windward of her. At 1:16:35 the Vigilant went about on the port tack, and five seconds later the Valkyrie spun around on her heel. The English boat was now about a hundred yards ahead, and a hundred yards to windward of the Vigilant. They had been racing for more than three-quarters of an hour, and the difference between the two boats was hardly perceptible. In a wind blowing like that at the time it was only a question of a few seconds. The Vigilant was now in a bad position. She was to leeward and astern, and the Valkyrie was breaking her wind so that her headsails flapped. Nat Herreshoff gave the Vigilant a rap full in order to try and draw out through the Valkyrie's lee. The Vigilant was heading south-southeast, and the Valkyrie was sailing a quarter of a point better.

It was a grand contest. The yachts flew through the water. The foam boiled and seethed around their sides, and the spindrift was thrown over their decks, wetting everything. The men were all crouched down to windward, and the sails were as stiff as boards, every inch drawn. The Valkyrie was slipping through the water faster than the Vigilant, the great beam of the American boat evidently retarding her. At 1:25 the Valkyrie had increased her lead to 200 yards, and had worked about the same distance to windward of the white boat.

"John is beating the tar out of the Yank," said Skipper Henderson of the tugboat Kate Jones, on board of which were The Times men. The seas were playing a merry game with the tugs and excursion steamers out; they were tossing them about, breaking over their decks, and making things generally unpleasant for all on board. The Kate Jones, however, was making good weather of it. She went through the water as steadily as an ocean steamer, and easily kept up with the excursion racers, leaving many of the tugs and excursion steamers behind.

The yachts were now tearing through the water. The Valkyrie was ahead and dead to windward of the Vigilant. The Vigilant would seem to gain a little and then fall back.

The yachts were sailed:
to perfection. One little slip on either would have put her hopelessly out of the race. The strain on the spars and rigging was enormous, and if one little rope yarn had parted on either boat that boat would have been badly beaten. At 2 o'clock the Valkyrie seemed to shoot ahead. The harder it blew and the heavier the seas, the better she seemed to like it. The turning point was plainly in sight on the port bows of the yachts. It looked as though both could fetch, but each was waiting for the other to tack first. The Valkyrie would not go about, because she did not want to let the Vigilant work to windward of her, and the Vigilant would not go about, because those on board did not want to tack under the Valkyrie's stern.

The Valkyrie was the first to break tacks. She went about at 2:13:30 and headed for the mark. The Vigilant stood on for fifty-five seconds longer, until she got across the Valkyrie's wake, and then she went on the starboard tack. The Valkyrie was now a third of a mile ahead. They were heading northeast. The stakeboat was to the leeward of both of them, and both were given a rap full.

The Vigilant was given a little more sheet than the Valkyrie, but the English boat was rapidly working to windward of the Yankee. In previous races Lord Dunraven and Mr. Watson have had rare opportunities to admire the beauties of the Vigilant's stern, but in yesterday's race Nat Herreshoff had a chance to study the beauties of the after body of the Watson creation.

At 2:33:10 the Valkyrie went on the port tack to round the mark, and at 2:33:40 she rounded, and, easing off her main boom to starboard, pointed for home. At 2:35 the Vigilant tacked to round the stake, and at 2:35:35 she went around. The Valkyrie had made the fifteen-mile beat to windward in 2:06:40, while the Vigilant's time was 2:08:35, so that the Valkyrie beat the Vigilant 1:55.

This was a surprise to everybody. It was the first time in the history of the America's Cup that an English cutter had got the best of an American centreboard in a dead thrash to windward and in a hard blow. When the Valkyrie rounded she had to luff off her course to keep out of the Vigilant's way, but as soon as the Vigilant had passed she sent out her spinnaker pole to port, and set the spinnaker at 2:35:50. At 2:45 she sent up her big jib topsail, and just before that she set her balloon staysail.

The Vigilant set her spinnaker at 2:40:30, and as soon as it was broken out it looked as though it would tear away from the yacht. It seemed to get away from the men who were sheeting it home, and the spinnaker pole buckled under the strain. Before setting the spinnaker she had shaken out the reef in her mainsail, and then sent up her big club topsail. At 2:59:30 the big balloon jib topsail was broken out, and then she was staggering home under every stitch of canvas that she could carry. It was a grand sight to see this grand boat plowing through the water with every stitch of her thousands of feet of canvas drawing well. It was a sight that must have made the veriest landlubber on any of the excursion steamers out there enthuse. The strain on her topmast must have been enormous, and some of the timid ones began to think that she would carry away something and that then she would be put hopelessly out of the contest.

A stern chase is a long chase, and those on the Vigilant realized that something had to be done to cut down the 1 minute and 55 seconds gained by the Valkyrie, and in addition to this to make up the 1 minute and 33 seconds which she had to allow the English boat, altogether 3 minutes and 28 seconds. As soon as she got her big kite spread she made a perceptible gain on the English boat, and by 3:10 was astern of the Valkyrie and breaking the Englishman's wind badly. At 3:12 the Valkyrie took in her balloon staysail. It was burying her too much.

The yachts were now scarcely 300 yards apart, and were flying through the water at the rate of almost 12 knots an hour. The Vigilant would luff astern of the Valkyrie, and, breaking his wind, crawl up on him. Then the Valkyrie would luff out, and, getting the wind freely again, dart ahead. Again the Vigilant would get astern the Valkyrie and take her wind, and every time she did so the big spinnaker and the big jib topsail would back and hang like rags. Then she would get out and get the wind free again, and with a plunge, and with every strip of canvas drawing, shoot on toward the red lightship many miles ahead.

It was nip and tuck between the yachts. The Vigilant could crawl up, but could not pass the Englishman. It looked as though the Valkyrie must win the race, for if the Vigilant did get ahead, and with the Valkyrie astern taking her wind, it seemed hardly probable that she would draw far enough ahead to save the time allowance.

At 3:25 the Valkyrie's spinnaker backed through the Vigilant taking her wind. The inner leach of the spinnaker caught on the spreader, and when it filled out again it was seen there was a tiny tear in it. Every puff of wind that now came into the sail made this tear bigger and bigger, and it was only a question of a few minutes when it would be right across the sail.

It was hard luck. The Valkyrie seemed to have victory in her hand. True, it would be only one of the series of races, but very few Americans begrudged the Englishman one race after the plucky fight he had made for the cup. While they would give him one race, they would strenuously object to his winning three.

At 3:29 the Valkyrie took in her torn spinnaker, and as she did so the Vigilant went by her, taking the lead for the first time in the race. She was greeted with cheers and whistles as she went to the front, but the Valkyrie was not beaten yet. The lightship was in plain sight, and the Vigilant had to get 1 minute and 33 seconds ahead. Crippled as he was, the Englishman was not going to give up the fight, and at 3:31 the light Irish linen spinnaker was sent out. This is the one that was used in light weather days, the one that called forth so much admiration. Just as it was hauled outboard a strong puff of wind ripped it from the foot to the top as though it were made only of tinder. It hung there in ribbons, one half flapping outboard and the other half getting foul of the jib topsail.

It was another piece of hard luck, and in the meantime the Vigilant was fast crawling ahead. She had opened up a gap between the two boats now, and in five minutes had snatched victory from the Valkyrie, for which the black boat had been fighting for more than three hours. The crew on the disabled boat worked like beavers. They hauled in the shreds of the old spinnaker, and at 3:35 broke out another, and as soon as it was sheeted home she tore through the water after the white boat, which was now well in the lead. As she broke out the third spinnaker those on the excursion steamers near by cheered lustily for her pluck and for the beautiful way in which her crew had worked.

"How many spinnakers do they carry on that boat?" asked one yachtsman. "Does Lord Dunraven buy them by the dozen, as he would towels?"

The third spinnaker set was the balloon jibtopsail which she had used when reaching in light weather. The wind was blowing harder than ever. Its force was somewhere between thirty and thirty-five miles. The Valkyrie was carrying the freshening breeze along with her, and it seemed as though she was gaining a trifle on the Vigilant. The Vigilant's topmast was buckling under the enormous strain, and if an accident should happen to her the Valkyrie would certainly win.

Would she stand for ten minutes longer and keep the America's Cup here without another contest, or would the Valkyrie get one race out of the series? That was the question everybody was asking.

On they tore toward the lightship. They seemed to literally fly through the water, and everybody watched the boats with intense excitement. The May, the flagship, had anchored at the finish. She was only able to beat the racers back to the line. At 3:51:39 the Vigilant shot over the line. She was saluted by all the steamers that had managed to get back to the finish, but there was no enthusiastic cheering as there had been on previous days, because it was doubtful if she had won the race.

The Valkyrie was coming down like a racehorse. She seemed to cut off big chunks of the gap between her and the finishing line every second. Every one was counting the time. The seconds seemed to be minutes; they would not go fast enough for the patriotic American yachtsman. To

"HUNYADI" WATERS.

Paragraphs have recently appeared in some Newspapers here stating that a New York firm of mineral water dealers are the lessees in America of the Hunyadi Waters of Buda Pest, and respectively sole agents in the United States for the famous Hunyadi Springs of Hungary.

These statements are *absolutely* false, and the intention with which they are made is obvious.

Before any Hunyadi Water was practically known in the United States, The Apollinaris Company, Limited, of London, widely and successfully introduced the Hunyadi Janos Water, the Proprietor in Buda Pest of the Springs having entrusted to them, for a term of years still unexpired, the sole sale of this water in England and in all transmarine places. Hunyadi Janos Water having become very popular, quite a number of other Waters are now offered for sale, under names, of which the word Hunyadi forms part, and in bottles, and with labels, closely resembling in appearance and color those long used for Hunyadi Janos Water.

The word "Hunyadi" having become a generic name for Hungarian Bitter Waters, good, bad or indifferent, The Apollinaris Company affixed to the bottles of Hunyadi Janos, the Hungarian Bitter Water of which they have still the sole sale, a small Yellow Label with their Red Diamond, the object of this Trade Mark being *only* to indicate to the Public that the bottle so labelled is sold by The Apollinaris Company, Limited.

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the English the minutes seemed to be seconds, and the minute and thirty-three seconds disappeared all too quickly and the yacht was not over the line. The Valkyrie crossed at 3:53:52. It took but a minute for the Regatta Committee to figure out the winner, and the red-and-black pennant of the Vigilant was run up on the maintopmast stay, and then pandemonium broke loose. Every one cheered. Hats were waved and whistles tooted, and many in their excitement danced and threw their hats in the air and, miscalculating the force of the wind, lost them overboard.

The friendly contest between John Bull and Uncle Sam on the pond outside Sandy Hook was over. Again Uncle Sam was victorious, and John Bull will have to go home and make a better and faster boat if he expects to win the America's Cup. John Bull, though, this year brought over a boat better than he ever sent before, and yesterday's race, the third of the series for the cup, was the closest and most exciting international contest that has ever been held, and those that witnessed it will remember it as long as they live.

The race was marred by the accident to the Valkyrie, but accidents count in yachting, and, although the Valkyrie was beaten in this race, she was by no means disgraced. The record she made in a hard blow and a heavy sea was a good one, and with the Valkyrie John Bull has given Uncle Sam the closest call for the America's Cup since its existence.

The following table tells the story of the race at a glance:

Yacht.	Start. H. M. S.	Finish. H. M. S.	Elapsed. time. H. M. S.	Corrected time. H. M. S.
Vigilant	12:27:00	3:51:39	3:24:39	3:24:39
Valkyrie	12:27:00	3:53:52	3:26:52	3:25:19
Vigilant	12:27:00	2:35:35	2:08:35	....
Valkyrie	12:27:00	2:33:40	2:06:40	....
Vigilant	2:35:35	3:51:39	1:16:04	....
Valkyrie	2:33:40	3:53:52	1:20:12	....

In the beat to windward, the Valkyrie beat the Vigilant 1 minute 55 seconds. In the run home, the Vigilant beat the Valkyrie 4 minutes and 8 seconds. In actual sailing time, the Vigilant beat the Valkyrie 2 minutes and 13 seconds over the entire course, and on corrected time the Vigilant beat the Valkyrie 40 seconds, and so won the race and saved the America's Cup.

The Valkyrie came up to Bay Ridge under reefed mainsail and jib, having housed her staysail. Her pace was very fast, so fast that neither the flagship May, nor the fastest tugs could catch her. The Vigilant, apparently under full mainsail and jib, but without staysail, preceded her by about three miles.

AS THE EXPERTS SAW THE RACE.

A Grand Contest, in Which Blunders Were Counterbalanced.

Though usually under a one-gun start the boat which crosses the line first has the better of it, Capt. Herreshoff would have done better by keeping closer to windward and letting the lineal advantage go. Although he crossed ahead, he was much too far to leeward for advantageous position.

The yachts crossed on the starboard tack with their bowsprits pointed for Long Beach, he Valkyrie on the Vigilant's weather quarter. The Vigilant was, in fact, so near the flagship that she had to luff to weather a tug that lay ahead and to eastward of that vessel. As the Valkyrie had full way on she ran up abeam of the cup defender and the latter had to pay off to get from under her lee. Thus a bad start began to trouble the Vigilant at the very outset of the race. Doubtless Capt. Herreshoff had calculated that it would be an easy matter in view of the Vigilant's past performances, to work out to windward of the English boat. But it is an unsafe thing to despise the strength of the enemy.

Undoubtedly all Americans, and possibly even the Englishmen themselves, expected to see the Vigilant speedily beat out to windward. A stern view of two boats beating to windward is full of deceptions. Of all the eyes fixed on these boats, few could accurately judge of their relative positions for a long time after the start.

The Vigilant appeared to be drawing ahead, but close observers thought she was going off to leeward instead of coming out to windward. The sea had been steadily rising, and now had a vicious chop as well as a heavy swell. The Vigilant, by reason of her fuller bows, pounded visibly more than the Valkyrie, and at times threw great clouds of spray into the air.

The yachts on this tack were heading right into the seas and their decks were soaked with spume. The Valkyrie dipped her nose more and further than the Vigilant, and at times pounded heavily, but less frequently and less heavily than the Vigilant. Nevertheless, both were going very fast.

They held the starboard tack until well into the shore off Long Beach. The Vigilant was the first to go about. The Valkyrie held on and they speedily came together, but to the surprise of at least 9,900 of the 10,000 spectators the cup defender could not cross the challenger's bows and was forced to go about again, because she did not have the right of way. Three-quarters of an hour had passed, the yachts had sailed fully nine miles, there was wind enough to suit anybody, and yet the Englishman, whose easy defeat had been regarded as a foregone conclusion, clearly had the best of the race. Four minutes after her second tack the Vigilant went about again on the port tack to stand for the open sea, and immediately the Valkyrie was planted on her weather bow.

The stakeboat was in sight, though as yet a blotch on the eastern horizon; the wind was gathering strength, the sea steadily rising, and now began as grand a struggle as was ever witnessed between two yachts. Eased off a trifle, the Vigilant would shoot through the Valkyrie's lee, but as soon as she was hauled close again the Englishman would close up on her. Again eased off she forged to the front; again hauled up, she fell behind. The Valkyrie held on to the advantage she had gained, and the Vigilant, despite everything she might do, could not overcome it. Then Capt. Herreshoff felt the want of his full mainsail, but he had no time to shake out the reef. That his boat wanted more sail was shown by the fact that a good strip of her white rail was gleaming above the water line.

The Valkyrie overstood the mark a trifle because she did not want the Vigilant on her weather quarter, and the latter was not in position to go about first. The Vigilant, though she could easily have fetched when the Valkyrie went about, stood fifty-five seconds longer, with a view to easing sheets. She undoubtedly lost by the manœuvre, because the Valkyrie was also able to ease sheets and accelerate her pace. If she had been compelled to pinch at all, the Vigilant would have profited, but the Vigilant's skipper ought to have seen that she would not have to pinch.

So the Valkyrie rounded the outer mark with a good lead, and it was witnessed by the 9,900 with grave doubts whether the Vigilant could

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gain enough on the run home to save the race. The difference at the turn was 1:35, which, added to 1:33 time allowance, made a total of 3:28 to be gained. It did not seem possible. Those who claim that narrower boats ought invariably to outrun wider boats asserted that it was impossible. The windward work had been done by the Valkyrie in 2:06:40; by the Vigilant in 2:08:35, which, considering the high sea, was very fast time for each boat.

After the Valkyrie had rounded the mark she came up to the Vigilant bound for it. She could not cross the Vigilant's bows, and as she did not have the right of way, was forced to luff. Her crew was very handy in getting out the spinnaker, but more tardily in setting the head sails. She set a large jib topsail instead of a balloon, and thereby made a serious mistake, and relied for the difference on a balloon staysail.

The Vigilant's crew did some mighty good work after rounding. In the first place they shook out the reef in the mainsail. Then they sent aloft the club topsail almost as soon as they set the spinnaker, which made its appearance inside of seven minutes. As the spinnaker was broken out it was caught by a flaw which buckled the stout pole almost to a semicircle. For a few seconds it seemed as if the pole must break, but quick work on the topping lift saved it.

It was a long time after the spinnaker was out before the balloon jib topsail was set. The halyard got jammed in the block, and a man had to make two trips up the topmast to clear it. Six minutes were thus unavoidably lost in setting the sail. When the sail was finally broken out, the Vigilant was a great cloud of canvas. With the wind blowing thirty miles an hour and frequently in hard puffs, it seemed a marvel that the spars did not go. But evidently Mr. Iselin was determined to risk his spars for all they were worth.

The Vigilant had all the while been gaining perceptibly, and now she began to close the gap very fast. She was tearing through the water at a tremendous pace and the fastest tugs out there could not keep up with her. The Valkyrie's skipper, uneasy at the way she was coming up with him, took in his balloon staysail, which was really burying the boat too much to do her any good. Still, he did not set his club topsail or his balloon jib topsail. Perhaps he thought he could save his time allowance, anyway, and did not care to risk his spars in the freshening wind.

Off Far Rockaway, or, more definitely, about half way home, the Vigilant ran up on the Valkyrie, and for a moment the latter's spinnaker fell in a heap on the shrouds and headstays. A puff of wind filled it an instant later and a rent was made in the leech about half way between the head and the foot. The rent widened by degrees until it extended fully twenty feet across the sail. A few seconds more and the sail would have been blown in two. It was hastily taken in. About three minutes later another spinnaker was sent up flying. It was blown against the spreader or jib topsail stay and a small vertical rent made near the head. As soon as it was filled by the wind the sail split in two and half of it went into the water to leeward.

Everybody exclaimed it was too bad. The Englishman had sailed a grand race, and this last chance of winning was now ruined by a succession of accidents. The Englishman, however, was not yet at the end of his resources. In a few minutes he had the shreds of the spinnaker cleared away and his biggest balloon jib topsail set on the pole as a substitute. The Vigilant was rapidly drawing away at the time of the first accident, and by the time the damage was repaired she had secured a good lead, which she was momentarily increasing, and even the most casual observer could see that it was all over with the Valkyrie.

Whether the Valkyrie could have won without the accident must, of course, remain an open question. It must be said, however, that the loss of the second spinnaker furnishes a strong argument against the English method of setting light sails flying. Altogether, it was a grand race, and the blunders on one side about counterbalanced those on the other.

A SERIES OF FAIR RACES.

Designer Watson Has a Good Word for the American Yachtsmen.

G. L. Watson, the Valkyrie's designer, was seen at the Atlantic Yacht Clubhouse last night. When asked if he was satisfied with the result, he laughingly said that he was dissatisfied with it to the extent of about 43 seconds. He had witnessed the race from the flagship May. From the decks of that vessel it had seemed to him that the Valkyrie had been excellently sailed, but he thought that both yachts had make a mistake in not housing topmasts. The additional lead carried by the Valkyrie he thought had greatly improved that vessel's speed.

"Do you think that anything is proved by the result of this race as to the superiority of one type of boat over the other?"

Mr. Watson smiled and said that it was absurd to attempt to judge. "Why, over in England," he said, "two boats representing different types will enter in, say, 100 races, and at the conclusion there will be five men holding one opinion and five holding an opposite one. You cannot judge from one to six races which is the better boat of the two."

Questioned about the relative sail-carrying qualities of the yachts, he said that the Vigilant seemed to be as strong on that point as the Valkyrie. At any rate, he added, her spars seemed to do the work.

He was asked if he did not think that the accident to the Valkyrie's spinnakers was due to the English practice of setting them flying.

"That," said the designer, "is the way Noah set his spinnaker on the ark, and we are—well, we are conservative."

When asked about the probability of another race next year, Mr. Watson showed that he was not optimistic concerning that problematical event. He attaches no importance to the report that Mr. Jameson intends to make an effort to capture the cup. Mr. Jameson, he thinks, is the last man who is likely to build a yacht for that purpose.

"And I want to say right here," said Mr. Watson, "that I have never seen a series of races conducted more fairly. Your American yachtsmen know their business as well as any of those on our side. We have had the fairest sort of play, and have met with the most scrupulous courtesy."

Lord Dunraven declined to be interviewed last night, referring the reporter to Mr. Watson, who, he said, would represent him.

Mr. Iselin was wringing some of the wet out of his flannels when approached by a Times reporter. "The cup is safe," he said, waving his hand toward the boat which came here to take it away.

Uncommunicative Capt. Herreshoff forgot his reserve for a moment, said "It was a great race and we won it," and then subsided.

Questioned about the delay at the start, Mr. Iselin said it was due first to the fact that the Valkyrie was not on hand at the appointed time, and then to a disability on the part of the Vigilant's centreboard. "The centreboard got stuck," he said, "and we could neither raise nor lower it. After repeated but fruitless efforts to fix it, we gave up the job and had to start as we were."

"Do you think that had any effect on the race?" he was asked.

"Undoubtedly it did. There was eleven feet of it down, and after we had rounded the stakeboat we were very anxious to get it up, but could not budge it."

"Were there any other casualties?"

"Oh, no, nothing except the jamming of the halyards of the balloon jibtopsail, which took four or five minutes to clear. Some stops of the spinnaker jammed, which caused the delay in setting that sail."

Mr. Ratsey, the Valkyrie's sailmaker, was of the opinion that the accident to the sails had lost the race. "If the spinnaker had not given way," he said, "we would have won without a doubt. As it was, the Vigilant won, but the victory is not one that she can brag about. She did not outpoint us to-day. We beat her fair and square on the windward work."

"Now, don't forget," added Mr. Ratsey, "that the Valkyrie outpointed the Vigilant. I believe that she outfooted us a little, but we outpointed her, so it can no longer be said that the centreboard is better than the keel."

Charles Kerr, Lord Dunraven's representative, said that it was the finest race he had ever witnessed. "But the Valkyrie had very bad luck in losing her two spinnakers, one after the other. I am convinced that were it not for these mishaps the Valkyrie would have won. It is too bad."

Capt. Martin Lyons, the Sandy Hook pilot who sailed on board the Valkyrie, had some observations to make. He said:

"I have $1,000 which I am willing to stake against $500 that if the two boats race again under the same conditions the Valkyrie will win. She not only outpointed the Vigilant, but outsailed her.

YACHTSMEN ENJOYED THE RACE.

Members of the New-York Yacht Club Enjoyed the Sport from the St. John.

The steamer St. John, carrying about 400 guests and members of the New-York Yacht Club, accompanied the yachts over the course. From the time the boats crossed the line, on their journey, until the Vigilant returned a winner, all was excitement on board, and interest never flagged. There were yachting sharps galore, who delved into little blue-covered books when signals were run up, and explained what they meant to the less nautical spectators. Foxhall Keene, who, even though he wore his English racing coat, seemed to be well posted on yachting affairs, took great interest in the contest. At one time, when he could not get a clear view of the yachts, he climbed up a ladder, and from this point of vantage shouted to his friends below that he wanted to wager $100 that the Valkyrie would win the race. He had no takers, but a minute afterward he was not so anxious to bet, for it was at this time that the spinnaker of the Valkyrie split.

When this accident happened there were many expressions of sympathy for the luck-

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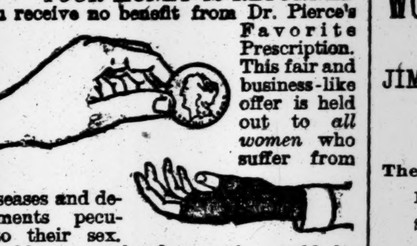

the diseases and derangements peculiar to their sex. To weakly womanhood no prize could be more secure, nor the benefit more lasting, than that to be derived from the purchase of a bottle of this famous "Prescription." Its success in curing all the functional derangements, painful disorders, and chronic weaknesses of women, warrants its makers in *guaranteeing* it. What this medicine has done for thousands of delicate women, it will do for *you*. At the two critical periods in woman's life, the change from girlhood to womanhood, and, later, the "change of life," it's an invaluable tonic and a soothing nervine, which can produce only good results. It cures cases of nervous prostration, insomnia, or inability to sleep, and many nervous disorders due to derangement of the functions.

less Englishman. It was almost unanimously agreed that if the accident had not happened, the Valkyrie would have won at least one race of the series.

The roll of the St. John did not seem to bother those on board to any extent. Few were sick, though a pale face and a pair of eyes having in them a far-away look told that the owner was not the son of Neptune that his yachting cap and field glasses seemed to proclaim him. In the trough of the sea the St. John rolled from side to side, and some of those on board waddled about the decks like so many ducks on land.

The boat reached the Scotland Lightship just as the Valkyrie finished, and a round of cheers was sent over the water to the defeated yachtsmen.

Among those on board were J. H. Ryder, D. W. Bishop, Mr. and Mrs. Horace Binney, Miss Mercedes Leigh, Mrs. J. F. Humphrey, David Wolff Bishop, Foxhall Keene, Charles Fox Carroll, William Cutting, Jr., Matthew Astor Wilkes, J. R. Dillon, Commander McGowan of the St. Mary's, J. P. Paulding, H. D. Tiffany, John Burke, Thomas A. Bronson, R. S. Palmer, H. N. Allen, Duncan Ellsworth, Mayhew Bronson, A. M. Proudfit, M. A. Wilts, H. N. Alden, E. S. Chapin, Charles T. Minton, John C. Barron, C. Barnum Seeley, Henry Gilsey, A. W. S. Cochrane, D. M. Hare, N. D. Lawton, Mr. and Mrs. J. Fisher Banks, Mrs. Charles Freeman, Mr. and Mrs. J. Van Schaick Oddie, E. M. Post, J. Walter Thompson, J. Bruce Price, E. C. Stanton, E. C. Larned, J. R. Dillon, T. W. Pearsall, Jr., W. E. Pearl, J. H. Leavitt, W. L. Brooks, Oswald Sanderson, Gen. Starring, J. Sewell Tappan, L. F. Beckwith, T. J. Burr, George H. Mairs, J. H. Outerbridge, Ernest La Montague, H. M. Howe, H. B. Anderson, A. H. Fowler, William Gardner.

J. B. Townsend, C. N. Wayland, M. J. Keogh, C. A. Grymes, H. Le Roy, Dr. Herbert, Louis Tillotson, L. O. Jones, A. Walpole Craigie, Arthur Padelford, W. M. Halsey, August W. Mott, A. F. Johnson, L. J. Callahan, Duncan Cryder, John Montgomery Strong, J. N. Winslow, Harry R. Harper, George A. Adee, W. M. Massey, Dr. Henry Smith, A. M. Cahoone, and J. J. Pierrepont.

DISCUSSING THE VICTORY.

The Hotel Tickers Closely Watched During the Race.

There was more activity in the hotel lobbies yesterday afternoon and evening than at any time since last election. It was due entirely to the yacht race. Every hotel that had a ticker had an excited crowd of well-dressed men about it until the result was definitely known.

The most interesting scene perhaps was in the Hoffman House. Fully fifty men stood about the ticker from 2 P. M. until the result was announced. In the crowd were middle-aged brokers and lawyers, who were quite as enthusiastic as the hallboy who read the result from the ticker.

"De Valkier has been passed by de Vigilant," the boy called out.

"That's the stuff!" "They can't beat us!" cried the crowd.

It was a long time between reports, and the ticker watchers filled it in by discussing the silver question and Senator Allen's speech against time.

At last, when the pleasing announcement came in that the Vigilant had won, there was such a cheer as has not been heard in the corridors of the Hoffman House for a long time.

"That nets me $1,000," exclaimed William Ellery Hills, the well-known lawyer.

"I win half as much," said William Watson, a South Dakota millionaire. Another man remarked that he was $300 to the good.

There was a general feeling of satisfaction and soon the ticker was deserted for the art gallery. In the evening the only subject discussed in hotel lobbies was the Vigilant's victory.

WHAT ENGLISHMEN THINK OF IT.

London Newspapers Suggest that a Centreboard Be Tried.

LONDON, Oct. 14.—The Daily Graphic, commenting on yesterday's yacht race, says: "We are fairly beaten. Nevertheless, Lord Dunraven has no cause to be ashamed of a yacht that was defeated by so narrow a margin. English builders must try to outmanœuvre American builders, else some day an American yacht will come here and sweep the board."

The Speaker says: "If the race were across the Atlantic and in December Valkyrie would certainly win. But in light weather and in the Sandy Hook racing season the odds are heavily against a yacht built to cross the Atlantic. If ever by luck rather than by skill the America's Cup returns to England it will be our own fault if we fail to keep it."

The Morning Post says that Englishmen will regret the result, but they will find in the defeat a stimulus to further efforts. Echoing the conclusion of The Speaker, The Post proposes that the next challenger for the America's Cup be provided with a centreboard.

This Centreboard Superior Anyway.

LONDON, Oct. 13.—A Glasgow journal yesterday cabled to George L. Watson, designer of the Valkyrie, to ascertain whether dispatches from New-York were correct in saying that he admitted the superiority of centreboard yachts. Mr. Watson made this reply:

"All that I admit is that the particular centreboard Vigilant has beaten the particular keelboat Valkyrie."

Amateur Oarsmen to Meet.

There will be a meeting of the National Association of Amateur Oarsmen in the Gilsey House this evening. Secretary Fortmeyer says the association is in a very healthy condition, and that it is enjoying an era of prosperity. Unless something unlooked for comes up only routine business will be transacted at the meeting.

Football at Orange.

The Orange Athletic Club football team will play the Lafayette College team at the Orange Oval, East Orange, N. J., this afternoon. The Lafayette boys defeated Orange last year, but they will have to play an unusually strong game to repeat it this year, as Orange is much stronger than ever before. Hamilton Wallis, the famous tackle of Yale, is coaching the Orange team, and under his able instruction the men are developing excellent team play, with the dash and precision characteristic of the Yale system of play, which he so thoroughly mastered during four years of service on the New-Haven team.

The schedule of the Orange Athletic Club for the season of 1893 is as follows: Oct. 14, Lafayette College; Oct. 21, Yale University; Oct. 28, Rutgers College; Nov. 4, New-York Athletic Club; Nov. 7, Princeton University; Nov. 18, Crescent Athletic Club. The last-named game will be played on the grounds of the Crescent Club. All the others will be played at the Orange Oval.

Among the Wheelmen.

—The annual club races of the Manhattan Bicycle Club will be given on election day on the Elizabeth-Rahway course. The events are: One-mile novice, (handicap,) one, two, and five mile handicaps, and one-mile scratch.

—Zimmerman, Wheeler, Hoyland, Smith, and one or two other riders are to start for Savannah to-day on the Kansas City.

—The Sunday run of the Montauk Wheelmen to-morrow will be to Tottenville, S. I., leaving the clubhouse at 9 A. M. Unattached riders are invited to attend. The club will give a smoking concert on Oct. 26.

—Harry Wheeler will sail for Europe next month. While abroad he may arrange a mile race with Arthur Robb, who is said to be the fastest professional in England.

Baseball Notes.

—"Score Card Bob," the ground keeper of the Xavier Club, will be given a benefit this afternoon on the club's grounds, One Hundred and Eighth Street and Eighth Avenue. The Xavier and Laurel Clubs will play for $100 a side, Champion Sweeney will give an exhibition of high jumping, Prof. Kimball will swing Indian clubs, and there will be foot races.

—This afternoon the New-Yorks and Brooklyns will play the fifth of their series of games for the metropolitan baseball championship at the Polo Grounds. Of the four games already played Brooklyn has won three.

WON WITH A NEW DRIVER

JIM WILSON SECURES THE 2:24 PACE AT POINT BREEZE.

The Gray Gelding, When Given a Chance, Had no Trouble in Winning a Race, in Spite of a Break at the Start—Rain Causes a Postponement of the Races After Two Heats Were Decided—Picket the Lucky Stepper in the 2:19 Trotting Event.

PHILADELPHIA, Oct. 13.—Only two heats were got ten off at Point Breeze to-day before the rain came and caused a postponement until to-morrow, but those two heats decided both the classes brought over from Thursday. In the 2:24 pace a third driver held the reins over Jim Wilson, the original favorite in this class. Demarest was invited to step down by the owner, who put up Curran.

This at once made the betting 5 to 3 on Wilson, and though he broke in getting away, Curran kept at him and landed the gray a winner by a length. The pools go, and so the jobbers who "coppered" Wilson yesterday are wondering what struck them. Summaries:

2:24 Class.—Pacing; purse $500.

Jim Wilson, Jr., gr. g., by a son of Masterlode, dam untraced, (Colloday, Demarest and Curran)	10	1	1	6	6	3	4	1
Gipsey Boy, b. s., by Scott's Chief, (Smith)	14	13	12	12	1	1	2	2
Lady Mack, b. m., by Warwick Boy, (Relay)	4	4	2	2	4	2	1	5
Redwood, ch. g., by Red Buck, (Dempsey)	12	11	5	11	2	5	6	4
Rocket, blk. g., by Grove's Blue Bull, (Jackson)	1	10	9	10	5	6	5	3
Doc H., blk. g., (Davis)	3	5	6	3	7	4	3	6
McO'Donnell, ch. g., (McCargo)	2	3	8	5	3	dr.		
Commonwealth, br. g., (Moorehead)	7	2	3	4	9	dr.		
Frank J., b. g., (Tuers)	6	7	4	7	8	dr.		
Doctor G., b. g., (Adams)	13	8	7	8	dr.			
Dick Thomas, b. g., (Chalfont)	5	12	10	11	10	dis.		
Colonel H., ch. s., (Barron)	8	6	11	9	dr.			
Flossie, br. m., (Brown)	11	9	dr.					
B. H. D., br. s., (Demarest)	9	1	dr.					

Time—2:21¼; 2:18¼; 2:20; 2:22¼; 2:21¼; 2:21¼; 2:23¼; 2:27; 2:20¾.

2:19 Class.—Trotting; purse $500.

Picket, ch. g., by Picket, by Aberdeen, (Lockwood)	2	1	1	1
Martin K., by Hannibal, (Clark)	1	2	4	4
Soudan, br. g., (Howell)	3	5	2	2
Ruby, b. m., (Gibbs)	4	3	3	3
Mahogany, b. s., (Bowne)	6	4	5	5
Daylight, b. g., (Payn)	5	7	6	6
Grafton, br. g., (Myers)	7	6	7	dr

Time—2:18¼; 2:20; 2:19¾; 2:18¼.

Results at Morris Park.

FIRST RACE.—Six furlongs. Galilee, 118 pounds, (Taral,) 1 to 3, won; Ornus, 107, (Littlefield,) 5 to 1, second; Pirate Chief, 100, (T. Sloane,) 25 to 1, third. Penniless and Florinda also ran. Time—1:11¼.

SECOND RACE.—One mile. Victorious, 114 pounds, (Taral,) 5 to 2, won; Fidelio, 88½, (J. Lambley,) 7 to 1, second; Mary Stone, 110, (Doggett,) 2 to 1, third. Pickpocket, Selina D., and Illume also ran. Time—1:39¾.

THIRD RACE.—Six furlongs. Will Elliott, 107 pounds, (Littlefield,) 12 to 1, won; Dertargilla, 109, (Clerico,) 5 to 2, second; Annie Bishop, 104, (R. Harris,) 20 to 1, third. Roy Lochiel and Gov. Fifer also ran. Time—1:11¼.

FOURTH RACE.—Six furlongs. Golden Dawn, 115 pounds, (Hanawalt,) 7 to 10, won; Radiator, 115, (Littlefield,) 5 to 2, second; Madras, 112, (Lambley,) 4 to 1, third. Time—1:12¼.

FIFTH RACE.—Five furlongs. Discount, 113 pounds, (Simms,) 5 to 2, won; Fa Juive, 114½, (Taral,) 5 to 1, second; Trinculo, 113, (Clerico,) 5 to 2, third. Nahma, Poohino, Drum Major, Tenacious, Sappho, and Springtime also ran. Time—0:59¼.

SIXTH RACE.—One mile. Copyright, 108 pounds, (Simms,) 6 to 5, won; The Ironmaster, 99, (Penn,) 13 to 5, second; Nero, 99, (Reiff,) 7 to 2, third. Clio colt, Henry Young, and St. Anthony also ran. Time—1:40.

SEVENTH RACE.—One mile. Red Banner, 100 pounds, (Sims,) 7 to 10, won; Sarah Ramey, 109, (Doggett,) 6 to 5, second; Minnehaha, 109, (Littlefield,) 20 to 1, third. Time—1:40¾.

ENTRIES FOR TO-DAY.

FIRST RACE.—Five and one-half furlongs. Wah Jim, 126 pounds; Tormentor, 123; Correction, 118.

SECOND RACE.—Six furlongs. Illusion, Armitage, and Lochinvar, 108 pounds each; Melody, Ellen, and Economist, 105 each; Factotum, 93; Pirate Chief, 92; Busiris, 91; Roland Reed, 88; Baroness, 85.

THIRD RACE.—Nursery Stakes. Six furlongs. Sir Excess, 128 pounds; Rubicon and Prig, 123 each; Beldemere, 122; Patrician, Sam Lucas, Bowers, Factotum, and Pirate Chief, 108 each; Illusion, Dr. Garnett, and Enfield, 103 each.

FOURTH RACE.—Jerome Handicap. One mile and a quarter. Don Alonzo, 130 pounds; Roche, 110; Wormser, 95; Young Arion, 93; Treasure, 92; Sam Weller, 90.

FIFTH RACE.—One mile. Victorious, 122 pounds; Reckon, 116; Picknicker, 106; Beansey, 105; Roller, 104; Terrifier, 85.

SIXTH RACE.—Five furlongs. Lorimer, 114 pounds; Uncle Jess, 109; Middleton and Captain Wagner, 107 each; Bel Demonio, 105; Addie, 100; Kirkover and Illusion, 99 each; Little Charlie, 98; Midnight and Henry Young, 97 each; Melanie, 94; Cuckoo, 74.

SEVENTH RACE.—Seven furlongs. Treasure, Clio colt, Prince George, and Comanche, 107 pounds each; Bonaventure and Minnehaha, 104 each.

Winners at Clifton.

FIRST RACE.—Five furlongs. Jim Fagin, 119, (Ballard,) 7 to 1, won; Hardy Fox, 119, (S. Anderson,) 15 to 1, second; Hazelhurst, 119, (J. Jones,) 10 to 1, third. Ed Connolly, Wrestler, Adjourn, The Fop, Pretender, Gertie D., and St. Mark also ran. Time—1:04.

SECOND RACE.—Five furlongs. Merritt, 107, (N. Hill,) 8 to 5, won; West Park, 108, (Clare,) 10 to 1, second; Robin Hood, 110, (Hennessy,) 2 to 1, third. Fiction, Lorinda, Jakie Josephs, Sprinta colt, My Girl colt, Pauline, Linto, and Anglo also ran. Time—1:03.

THIRD RACE.—Four and a half furlongs. Iron Duke, 122, (W. Shields,) 15 to 1, won; Moralist, 119, (Ballard,) 3 to 1, second; Wampum, 119, (J. Hill,) 15 to 1, third. Sam Bryant, Monarch, Themis gelding, Fenella, Feu Follet gelding, Queen of Hearts filly, Lady Elizabeth filly, Mamie Kelly, and Pink H. also ran. Time—0:56.

FOURTH RACE.—One mile. Gloaming, 116, (Ballard,) 7 to 5, won; Merry Duke, 83, (Donohue,) 12 to 1, second; Logan, 110, (Shields,) 25 to 1, third. Major Joe, Liselg, Soundmore, and Westchester also ran. Time—1:43.

FIFTH RACE.—One mile and three quarters. Joe Carter, 96, (N. Hill,) 5 to 1, won; Lotion, 105, (J. Hill,) 4 to 1, second; Lucky Clover, 102, (Wallace,) 7 to 5, third. Lansing, Townsend, Baylor, and Malena also ran. Time—3:07½.

SIXTH RACE.—Five furlongs. Lumberman, 117, (M. Bergen,) 6 to 1, won; Charley Wilson, 122, (Ballard,) 2 to 1, second; Berwyn, 119, (McDermott,) 3 to 1, third. Mamie B., Zingara, Bryan, Clement, and Heads or Tails also ran. Time—1:03½.

To Race at Guttenberg To-day.

FIRST RACE.—Five and a half furlongs. Briar gelding, Lonsdale, Phaon, My Girl colt, Elberon, Blue Garter, Patria, and Frederick, 110 pounds each; Bessie Smith, Elizabeth, Virago, Our Pet, Pocahontas, Blossom, and Starling, 107 each.

SECOND RACE.—Five furlongs. Honey Bee colt, Keramor, Hyaway, Fair Knight, Prosper, Jr., Vigilant, Jim Lynch, King Boss, and Jim Corbett, 110 pounds each; Innocent, Imperia, Galaxy, Pitti Sing, Bonnie Lee filly, and Western Star, 107 each.

THIRD RACE.—Six and a half furlongs. Play or Pay, 116 pounds; Wallace, 110; Tom Skidmore, Darkness, Fidget, Vocalize, Jubilee, Bushranger, and Vespasian, 108 each; Issie O. and Lady Lister, 107 each; Panitzen, Josie D., and Estelle filly, 105 each.

FOURTH RACE.—One mile. Strathmeath, 118 pounds; Highland, 112; Lord Motley, Zaldivar, Riot, Lowlander, Harry Alonzo, Eclipse, and Brazos, 92 each; Panway, Lemon Blossom, and Strathmaid, 89 each; Tom Watson, 83; Naphtha, 80.

FIFTH RACE.—Six furlongs. Remorse, 110 pounds; Shelly Tuttle and Indigo, 105 each; Kilkenny, Even Weight, Gladiator, and Rico, 102 each; Hazelhurst, Balbriggan, Helen N., and Polydora, 99 each; Marshall and Rear Guard, 97 each; Dorine, 86; Foxetta, 71.

SIXTH RACE.—Seven furlongs. Double Cross, Panhandle, and Alonzo, 107 pounds each; Detroit, Nativity, King Crab, Dalsyrian, Tactician, and Van Wart, 104 each; Bess Macduff, 101; Mirage, Miss Bess, and Wheeler, 99 each; Kentucky Lady and Shenandoah, 96 each.

English Race Horses Sold.

LONDON, Oct. 13.—At the sale of the late Lord Calthorpe's stud at Newmarket to-day the Prince of Wales, through an agent, paid £420 for the two year-old Nada and £175 for the two-year-old Marie Antoinette. The brood mare Sea Breeze was bought by Lord Rosebery for £3,780, and Heresy was taken by Sir Tatton Sykes for £3,700. The stallion Satiety was taken by Mr. Tod for £5,200, and the three-year-old Buckingham by Mr. Machell for £3,520. The total amount realized from forty-four lots was £30,396.

THAT UNDERGRADUATE RULE.

Rumors that Princeton and Pennsylvania Will Defy the Measure.

NEW-HAVEN, Conn., Oct. 13.—It is thought at Yale that Princeton and the University of Pennsylvania have combined in a scheme to prevent the application of the undergraduate rule to the football teams of those institutions. Their intention, as reported at Yale, is to openly defy the power of Yale and Wesleyan, the remaining members of the association to put the rule into execution. Princeton and Pennsylvania argue that to carry out any rule a majority of the colleges of the association is needed, and as the association is evenly divided on the undergraduate membership question, the required majority is impossible, and therefore Princeton and the Pennsylvanians cannot be legitimately ordered to remove the graduate players from their elevens.

A strong point bearing out the fears of Yale and Wesleyan is the action of Pennsylvania in presenting her graduate players in the game against Annapolis. This is taken at Yale and Wesleyan as a declaration of war and a challenge to Yale and Wesleyan to show their power to remove these players. The clash of the two belligerent forces of the association will come soon, and if a dead-lock does not result, general expectation will miss the mark widely. A Yale athlete is authority for the statement that Manager Judd of Wesleyan has just paid a long and secret visit to Manager Holter of Yale to discuss the situation and devise means to defeat the plans of the Princeton-University of Pennsylvania coalition. Manager Holter, however, stoutly denies the statement, but admits that he expects any time to hear a summons to another meeting of the association called to reach a decisive judgment on the question which has thrown the association into two bitterly hostile camps.

Good news for Yale was announced to-day when Manager Holter received a letter from "Billie" Rhodes, Captain of the team of '90, saying that he would visit New-Haven next week and coach the candidates for the Yale team for several days. Rhodes will pay special attention to the development of the tackles, the position he filled for four years himself. Wallis, last year's right tackle, will also coach the team part of next week.

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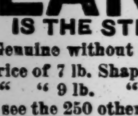
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Some Football Games.

Grammar School No. 93 team will play the Morningside eleven at Central Park this afternoon.

Rutgers and the New-York Athletic Club teams are to meet at Manhattan Field this afternoon.

The Princeton football candidates struggled and played with greater vim at yesterday's practice than for many days past, probably owing to the fall of the temperature and consequent absence of the usual oppressive heat and the competition for a place on the team in to-day's game with the Crescents at Eastern Park, in Brooklyn. King has surprised the college in his determination to play at quarter throughout the season, for he is looked upon as indispensable at half. Hall's dislocated knee improves very slowly. The team will line up to-day as follows: Trenchard, right end; Church, right tackle; Summers, right guard; Balliet, centre; Wheeler, left guard; Lee, left tackle; McCauley, left end; Ward and Rosengarten, half backs; Allen, full back; King, quarter.

LASKER'S GREAT RECORD.

He Has Won Ten Straight Victories in the Chess Tournament.

Play in the International Chess Tournament was resumed at the Brooklyn Chess Club yesterday, when Lasker scored his tenth victory, against Pollock, and Pillsbury, Jasnogrodsky, and Schmidt distinguished themselves by scoring in brilliant fashion against Taubenhaus, Ryan, and Gossip, respectively. Olly cleverly defeated Albin, and Showalter disposed of Lee, while Hanham worsted his clubmate, Delmar.

The following is the standing of all the competitors at the conclusion of yesterday's play:

Players.	Won.	Lost.	Players.	Won.	Lost.
Albin	6½	3½	Olly	3	7
Delmar	5	4	Pillsbury	6	4
Gossip	1½	7½	Pollock	2	8
Hanham	5½	4½	Ryan	3½	6½
Jasnogrodsky	4	6	Schmidt	4	6
Lasker	10	0	Showalter	7	3
Lee	6	4	Taubenhaus	5	5

A Game for Tschigorin.

ST. PETERSBURG, Oct. 13.—Tarrasch opened the third game of the chess match with a Ruy Lopez against Tschigorin to-day, and lost the game after sixty-two moves.

Australian Cricketers' Averages.

BOSTON, Oct. 13.—The Australian cricketers left here to-day for Niagara Falls. They will proceed to Toronto for their game on Saturday, Monday, and Tuesday against an eleven of All-Canada. The averages of the Australians for their Eastern tour have been compiled, and show G. Giffen and A. C. Bannerman close together for the lead. The averages are appended:

BATTING AVERAGES.

	Innings.	Not Out.	Most in an Inning.	Runs.	Average.
G. Giffen	7	0	64	178	25.43
A. C. Bannerman	7	2	79*	127	25.40
S. E. Gregory	7	2	37*	121	24.20
G. H. S. Trott	7	1	68	124	20.66
H. Trumble	5	1	59*	77	19.25
W. F. Giffen	5	1	19	62	15.50
J. J. Lyons	7	0	30	94	13.42
A. Conningham	4	0	30	46	11.50
H. Graham	5	0	25	44	8.80
J. M. Blackam	5	0	22	36	7.20
W. Bruce	5	0	14	29	5.80
R. W. McLeod	3	1	4*	4	2.00
A. H. Jarvis	2	0	1	2	1.00

*Not out.

BOWLING AVERAGES.

	Balls.	Maidens.	Runs.	Wickets.	Average.
A. C. Bannerman	16	2	1	1	1.00
G. H. S. Trott	248	18	93	20	4.65
H. Trumble	768	66	249	25	9.96
G. Giffen	449	26	213	21	10.14
R. W. McLeod	487	47	163	12	13.58
W. Bruce	227	9	123	6	20.50
A. Conningham	140	8	80	2	40.00
S. E. Gregory	75	7	28	0	....
J. J. Lyons	55	0	34	0	....

England Won the Wrestling Match.

LONDON, Oct. 13.—The international wrestling match between McInerey of America and Cannon of Liverpool, for the world's championship and £100, took place in Liverpool this evening in the presence of an enormous crowd. McInerey put Cannon on his back in the first round, which lasted seven minutes. The second round lasted fifteen minutes and was highly exciting. McInerey succeeded in flooring Cannon by the leg, but the latter recovered and got the American fairly down, and Cannon was declared the winner amid tumultuous applause.

DEAD AND DYING AT JACKSON

TWO LACKAWANNA TRAINS IN COLLISION.

Air Brakes Failed to Work and the Second Section Crashed Into the First at a High Rate of Speed—Twelve Were Killed and Thirty Injured—The Passengers Were from Towns Along the Line of the Lackawanna in New-York State and Pennsylvania.

JACKSON, Mich., Oct. 13.—A terrible railroad wreck occurred in this city at 9:30 o'clock this morning, in which many persons either lost their lives or were badly injured. The accident was to two Delaware, Lackawanna and Western World's Fair excursion trains, one closely following the other. They were loaded with passengers from the towns along the line of the road in New-York State.

At Jackson the Michigan Central Railroad maintains a lunch counter, and the passengers of the train in advance were taking breakfast when the rear train, coming in and becoming unmanageable, ran past the semaphore signal and crashed into the rear of the first section.

KILLED.

BEARDSLEY, Mrs. I. N., Canton, Penn.
BREECE, Miss HARRIET, Pine City, N. Y.
Baby of Mrs. Anson Herrington, Elmira, N. Y., six months old.
GIBBS, Mrs. ANNA L., Almond, N. Y.
HOFFMAN, GEORGE, Lowville, N. Y.
HADLEY, SUSIE, Warrior Run, Penn.
KEELER, Mrs. J. H., Hammondsport, N. Y.
M'MASTERS, MAGGIE, Penn Yan, N. Y.
STARR, Mrs. CHARLES, Elmira, N. Y.
WOODBURY, JAMES, Bath, N. Y.
WOODBURY, Mrs. LLOYD, daughter-in-law of James Woodbury.
WHALEN, WILLIAM, engineer second section.

INJURED.

AINSWORTH, L. B., Norwich, N. Y.; slightly.
ANDERSON, J. N., New-York State; age, 50; badly cut; recovery doubtful.
BEARDSLEY, I. N., Canton, Penn.; slightly.
BEARDSLEY, Miss BLANCHE, Canton, Penn.; fatally.
BENEDICT, Miss MAUD, Canton, Penn.; back injured; bruised; may recover.
BROOKS, FREDERICK, Norwich, N. Y.
BROOKS, Mrs. FREDERICK, Norwich, N. Y.
BURLINGHAM, Mrs. J. A., Springfield, N. Y.; arm and shoulder fractured.
DOLEMETCH, Mrs. E. A., Elmira, N. Y.; slightly.
DONOVAN, Mrs. TIMOTHY, Morris Run, Penn.; internal injuries; recovery doubtful.
FARLEY, FRANK, Columbia Cross Roads, Penn.; slightly.
FAY, Mrs. C. W., Elmira, N. Y.; seriously.
FAY, EDWARD, Elmira, N. Y., seriously.
FAY, Miss LAURA, Elmira, N. Y.; badly.
GARDNER, Miss MAUD, Horseheads, N. Y.; slightly.
GARDNER, Mrs. J. H., Horseheads, N. Y.; slightly.
HARRIS, Mrs. ALLEN, Troy, Penn.; two ribs broken.
HEADLEY, Miss, Elmira, N. Y.; slightly.
HEALEY, JOHANNA; both legs and right arm broken; recovery doubtful.
HEALY, Miss KATE, Morris Run, Penn.; thigh fractured.
HERRINGTON, Mrs. ANSON, Elmira, N. Y.; bruised and right leg broken; recovery doubtful.
HUMPHREY, W. R., Chenango, N. Y.
HUMPHREY, Mrs. W. R., Chenango, N. Y.; arm broken.
KEELER, SARAH, Hammondsport, N. Y.; legs broken and injured internally.
KRISE, MARY C., Canton, Penn.; slightly.
NASH, EDWARD, Norwich, N. Y.
NASH, Mrs. EDWARD, Norwich, N. Y.
SEARLE, Mrs., Elmira, N. Y.; seriously.
WAKEFIELD, MARY B., Elmira, N. Y.; slightly.
WALSH, ROBERT, brakeman first section; slightly.

The rear train is said to have been running on a headway of twenty-six minutes at the rate of about forty miles an hour. The engineer was powerless to stop, for the reason that the airbrakes refused to work. When the crash came the rear cars of the first section were thrown in all directions, and the wreck contained nine coaches and a badly-broken locomotive.

Inside of twenty minutes the bodies of six unfortunates had been taken out, and the work of rescuing the living was going on as rapidly as possible. Two cars had been thrown crosswise of the track, one had been driven completely through another, while the others were derailed, and some had been toppled entirely over.

The passengers were wedged into all kinds of positions, and there were miraculous escapes from death of untold number. The dead were taken to two undertaking establishments in the vicinity, while the injured were removed to the hotels or hospitals, according to the seriousness of their hurts.

Rear Brakeman Walsh of the first section had a miraculous escape. He had finished trying the air brakes and was walking to the rear of his train, a distance of only a half car length. He looked up and saw the engine of the second section almost on top of his train. Both engine and car raised up and left him underneath. He made a rush and got out just as the engine fell back on the track and plunged through the car. The car was thrown sideways, just missing him. He escaped with serious injuries to one of his arms.

A trainman says that the second special came rushing into the yards at full speed. He heard the engineer whistle for brakes and then for hand brakes. The hand brakes were applied, but it was too late, and the crash came before they could even check the momentum of the train.

One of the most horrible sights in connection with the accident was a woman carrying a detached human head by the hair through the crowd, moaning and weeping, and apparently a raving maniac. She was taken in charge by the police, and the head was taken to Police Headquarters.

The wreck is the first one of consequence that has occurred on the Michigan Central Road in fourteen years. The anniversary of the last fatal wreck was on Tuesday last. It is a singular coincidence that both these disasters occurred in the yards of the road in this city, and in the same month, and on the same day of the week, Friday. On Oct. 10, 1879, the west-bound Pacific Express crashed into a switch engine, killing eighteen people and injuring thirty-five.

A Coroner's jury was impaneled at noon to investigate the accident.

A Sloop Disabled.

Just before the finish of the race yesterday afternoon a sloop that was standing near the lightship waiting for the finish had her mast carried away. She was the Neva Rowland of Norwalk, Conn., commanded by Capt. Rowland. It looked for a moment as though the vessel had capsized. Several tugs ran alongside of her and she was found to be all right. Capt. Rowland was asked if he wanted assistance, and he replied that he did not. The tug Grace Ramsey came along and took the sloop in tow to the wharf at Sandy Hook.

Resigned from the Citizens' Union.

The General Committee of the Brooklyn Citizens' Union met last evening in the Germania Bank Building and received a letter from Morris W. Hart resigning from the committee. He accused the managers of working in the interest of the Democratic "machine" and of ignoring Republicans in everything. Robert Stewart and A. L. Sessions were added to the Law Committee. Adjournment was taken to Monday evening.

Canadian Courtesy to the Old Guard.

OTTAWA, Ontario, Oct. 13.—The Government has granted permission to the Old Guard of New-York City to pass through Canada in uniform and with side arms and accoutrements en route to Chicago.

REPUBLICANS NEED MONEY.

Few Contributions to Their State Committee—Last Year's Debts Unpaid.

Quiet prevailed in the Republican State Headquarters in the Fifth Avenue Hotel, yesterday. State Chairman Brookfield was quiet, Chairman Hackett of the Executive Committee was quiet, and Secretary Reuben L. Fox roamed around noiselessly. It was evident, however, that they had something on their minds.

They and the other Republicans who dropped in to see them were wondering where the Republicans were going to get money for campaign expenses. Heretofore money has poured into the Republican coffers freely. It is very different this year.

When the Republican national campaign of last year closed in defeat, Cornelius N. Bliss, Treasurer of the National Committee, found that there was a large deficit, due in a measure to extraordinary expenses in the last days of the canvass. Mr. Bliss smoothed matters over skillfully. Notes were issued, and some of them have not yet matured.

Ordinarily, a debt like this against the Republican National Committee would not affect the State Committee. But many heavy Republican contributors wish to see all last year's debts paid up before they will give anything more. Hence the scarcity of money so far this year.

"Protected" manufacturers, too, who have grown fat in the past from Republican tariff legislation, are no longer "protected," and they are not contributing this year. They are waiting to see what will be done with the tariff.

"Besides," as a Republican who knows said yesterday, "the big Republican contributors do not like Thomas C. Platt. They think he would rather capture the Senate than elect the State ticket. There is more in the Senate for 'practical politicians' than there is in the State ticket. The Union League Club finds it easy enough to adopt a report denouncing the Democratic National Administration and the Democratic State ticket, but will its rich members contribute generously this year? Not much.

"There are hundreds of Democrats in office who will willingly contribute, but we have no patronage at all now.

"Then, again, Republican contributors did not like the way in which the local Republican Assembly district leaders spent the money they had last year. Yet the local leaders are clamoring for money louder than ever. It looks as if we would have hard work to get money enough for campaign purposes this year."

Tammany Judicial Nominations.

The Tammany "slate" for Civil Justices went through all right last night in all the judicial districts in which the conventions were held. As was predicted in The New-York Times, Tammany refused to indorse Civil Justice Murray for a renomination in the Eleventh District, and nominated James A. O'Gorman. Mr. O'Gorman made a good run against Judge Murray six years ago, but was defeated. His nomination last night means that Justice Murray's friends will be out against Tammany again this year. The renomination of Civil Justice Fallon in the Ninth District clinches the story published in The New-York Times yesterday to the effect that Lewis J. Conlan would be nominated for the City Court in place of Judge McGown. The nominations of George F. Roesch and Assemblyman Daniel F. Martin and Joseph H. Stiner were all foregone conclusions, as were also the renominations. Postmaster Dayton made the speech renominating Mr. Fallon. The terms of ten out of the eleven Civil Justices expire this year, the exception being that of Justice William B. McCrea of the Tenth Judicial District.

The nominations made last night were as follows. A star (*) precedes the names of the Justices renominated:

District.		District.	
1.	*Wauhope Lynn.	6.	Daniel F. Martin.
2.	Adjourned to Oct. 16.	7.	*John B. McKean.
3.	*William F. Moo.	8.	Joseph H. Stiner.
4.	George F. Roesch.	9.	*Joseph P. Fallon.
5.	*Henry M. Goldfogle.	11.	James A. O'Gorman.

Republican conventions last night nominated Thomas B. O'Dell for Civil Justice in the Seventh District, Julius M. Mayer in the Ninth, and Charles B. Page in the Eleventh. The conventions in the other districts adjourned until Monday.

Justice Feitner Talked of for Sheriff.

The gossips had a new candidate in the field for the Tammany nomination for Sheriff yesterday. He was Police Justice Thomas L. Feitner. Mr. Feitner is a close friend of Mr. Croker. He used to live in the old Eighteenth Assembly District when Mr. Croker was leader there, but now he lives in the new Twenty-eighth District, where W. E. Stillings was leader. On the other hand, friends of John B. Sexton said that his chances were growing and that it was beginning to look brighter for him. Nothing new could be ascertained in reference to the nomination for Controller. Some of the politicians said that Theodore W. Meyers was out of it; others insisted that it was not time to leave him out of the running. It is apparently Mr. Croker's plan to give out no information as to what he thinks best to be done until the meeting of the Executive Committee on Monday or Tuesday.

Thirteenth Senate District Gossip.

The selection for Tammany's candidate for the Senate in the new Thirteenth Senatorial District was in some doubt last night. The name of Col. W. L. Brown was mentioned as a strong possibility. Well-informed politicians said that the matter had been left in the hands of the managers of the Twenty-third Assembly District and that Charles L. Guy had been decided upon. Mr. Guy is a stenographer and is a friend of John B. Sexton, the leader of the Twenty-third Assembly District. Others said that W. E. Stillings would be nominated. Mr. Stillings now holds the office of counsel to the Sheriff, and there is a question as to his eligibility.

No Union Between Patterson and Kempner.

Representatives of Otto Kempner and Jacob M. Patterson had a conference about a proposed union of Kempner and Republican forces on Thursday. The Kempner people wanted the Republicans to indorse Otto Kempner for the Assembly in the Seventh Assembly District and John Fennell for Civil Justice. They promised to return the compliment by indorsing the Republican candidate for the Senate in the Ninth Senatorial District. "You want the earth," said Mr. Patterson. He then said that the Republicans would indorse Kempner for the Senate if he would indorse a Republican for the Assembly in the Seventh District. This was not agreed to.

Union Ex-Prisoners of War.

The New-York City Association of Union ex-Prisoners of War held its regular quarterly meeting last evening at the Colonnade Hotel. Gen. Alexander Shaler presided. The attendance was small. Major Charles C. Davis of Boston, the newly-elected President of the association; Col. M. C. McKnight of West Gardner, Mass., and Major Long of New-Jersey, the ex-President of the association, who were delegates to the Indianapolis Convention, were present as visitors. John Campbell, Eleventh New-York Volunteers, who was in Libby Prison; John McKenzey who was locked up at Richmond; George Armstrong, who was in Libby Prison, and Charles T. Phelan, who was in Andersonville Prison, were elected members. After the meeting the veterans sat down to a banquet and fought all their battles over.

Major Pettigrew's Resignation in Albany.

The resignation of Major Pettigrew of the Forty-seventh Regiment, Brooklyn, was received at the office of the Adjutant General, in Albany, yesterday. Major Pettigrew handed his resignation to Col. John G. Eddy Wednesday night, upon the expiration of his twenty-fifth year in the National Guard. The resignation is the result of his being suspended from duty by Col. Eddy while in Camp at Peekskill last Summer under a charge of incompetency. The friends of Major Pettigrew, however, insist the trouble really had its origin as far back as 1890, when Pettigrew was elected Major, beating for that office Capt. William R. Eddy, a brother of the present Colonel.

OBITUARY NOTES.

—Charles L. Watson, a member of the firm of W. & J. Sloane and manager of its Western house, died at his home in San Francisco Wednesday, Oct. 11, after an illness of two months. He was forty-six years old and leaves a wife and two sons. Mr. Watson was a cousin of the original head of the house of W. & J. Sloane. He entered the business as a boy and grew up with it. In 1875 he went to San Francisco and established the principal Western branch of the firm. He was well known both here and in San Francisco, and was highly esteemed throughout the trade.

—Ferdinand Gentner, forty-five years old, a Queens County Republican politician, died yesterday at College Point, L. I., after a long and painful illness. He was Postmaster under the Arthur Administration, a member of the local Board of Health, and held other offices at various times. He leaves a wife and several children.

—George W. Hubbard, Assistant Secretary of the Aetna Life Insurance Company, died yesterday morning at West Hartford, Conn. He was born in Bloomfield and was fifty-two years old. He leaves a wife and three young daughters. Mr. Hubbard had been connected with the Aetna Life for twenty-eight years.

—Edward Wart, one of the most prominent citizens of Leroy, N. Y., died Thursday, aged seventy-five.

BY WAY OF INTRODUCTION

of our furnishing department, we will make a special offering of High-Class Novelties in

SCARFS,

(including tecks, four-in-hands, and flowing ends.)

Although formerly $1.50 to $2.00, the price to-day will be

$1.00.

Gans & Co.

Clothiers and Furnishers.

279, 281 AND 283 BROADWAY,

Bet. Chambers and Reade Sts.

Satisfaction guaranteed or money returned.

USE

THE GREAT PAIN RELIEVER,

DR. TOBIAS'

Venetian Liniment.

For RHEUMATISM, NEURALGIA, PAINS in the LIMBS, BACK, or CHEST, SORE THROAT, COLDS or BODILY PAINS of any kind. It cannot be equaled. Price, 25 and 50 cents. Sold by all druggists.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

Manhattan Day at the World's Fair an assured success.
John McGlone, charged with assaulting a policeman, acquitted.
Princeton students wreck a Chinese laundry.
Money for foreign missions.
Chicago Produce Market.
Russian fleet at Toulon.
Live Stock Market.
State of Trade.
Cotton Market.
Brooklyn deal completed.

Page 10.

Commercial Affairs.
Post Office notice.
Legal, Steamboat, and Railroad notices.

Contractors Were Grossly Negligent.

Coronor Shea yesterday held an inquest on the deaths of Mrs. Mary L. Posey and her daughter, Adelaide, who were killed at their home on July 22 by fragments of rock hurled from a blast in an adjoining lot at 61 East One Hundred and Twenty-second Street. Louisa Belknap testified she had seen one of the workmen put fifty cartridges into the hole drilled in the rock just before the blast. The jury returned a verdict that Pietro Indelli and Pietro Sobis, the contractors, were responsible by reason of their gross negligence in conducting the blast.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

Sun rises...6 10 | Sun sets.....5 22 | Moon sets...7 59 A M

HIGH WATER TO-DAY.

Sandy H'k..10 30 A M	Gov. Isl...10 53 A M	Hell Gate..12 46 A M
Sandy H'k..11 00 P M	Gov. Isl...11 16 P M	Hell Gate...1 09 P M

LOW WATER TO-DAY.

Sandy H'k..4 16 A M	Gov. Isl....4 52 A M	Hell Gate...6 20 A M
Sandy H'k..4 51 P M	Gov. Isl....5 32 P M	Hell Gate...7 00 P M

Outgoing Steamships.

TO-DAY, (SATURDAY,) OCT. 14.

	Mails Close.	Vessels Sail.
Arizona, Liverpool	5:30 A M	8:30 A M
City of Rome, Glasgow	6:00 A M	8:00 A M
G. W. Clyde, San Domingo	1:00 P M	......
Kansas City, Savannah	......	3:00 P M
La Gascogne, Havre	3:00 A M	6:00 A M
Lucania, Liverpool	4:30 A M	8:00 A M
Moravia, Hamburg	......	4:00 P M
Rotterdam, Rotterdam	6:30 A M	8:30 A M
Russia, Hamburg	......	2:00 P M
Seneca, Havana	11:00 A M	1:00 P M
Strabo, Pernambuco	9:30 A M	......
Venezuela, La Guayra	11:00 A M	1:00 P M
Werra, Genoa	12:00 M	......
MONDAY, OCT. 16.		
City of Birmingham	......	3:00 P M
Yemassee	......	3:00 P M
TUESDAY, OCT. 17.		
Lahn, Bremen	......	10:00 A M
WEDNESDAY, OCT. 18.		
Britannic, Liverpool	......	11:00 A M
City of Washington, Havana	......	3:00 P M
Friesland, Antwerp	......	11:30 A M
Miranda, Honduras	......	
Nacoochee, Savannah	......	3:00 P M
Paris, Southampton	......	11:30 A M
Seminole, Charleston	......	3:00 P M

Incoming Steamships.

DUE TO-DAY, (SATURDAY,) OCT. 14.—Athos, Jamaica, Oct. 7; Colorado, Hull, Sept. 30; Etruria, Liverpool, Oct. 7; La Touraine, Havre, Oct. 7; Paris, Southampton, Oct. 7; Suevia, Hamburg, Oct. 1.

SUNDAY, OCT. 15.—Circassia, Glasgow, Oct. 5; Grecian Prince, Gibraltar, Oct. 1; Manitoba, London, Oct. 3.

MONDAY, OCT. 16.—Caribbee, St. Croix, Oct. 2; Ems, Bremen, Oct. 7; State of California, Glasgow, Oct. 6; Nomadic, Liverpool, Oct. 6; Orizaba, Havana, Oct. 12; Wells City, Swansea, Oct. 2.

TUESDAY, OCT. 17.—Adirondack, Kingston, Oct. 12; Hesperia, Gibraltar, Oct. 5; Obdam, Rotterdam, Oct. 5; Rhynland, Antwerp, Oct. 7.

WEDNESDAY, OCT. 18.—City of Alexandria, Havana, Oct. 14; Havel, Bremen, Oct. 10; Philadelphia, La Guayra, Oct. 12; Teutonic, Liverpool, Oct. 11.

Arrived—New-York, Friday, Oct. 13.

SS City of San Antonio, Wakeman, West Point, Va., and Newport News, with mdse and passengers to Old Dominion Steamship Company.

SS Britannic, (Br.,) Smith, Liverpool Oct. 4 via Queenstown, with mdse and passengers to H. M. Kersey. Arrived at the Bar at midnight.

SS Fürst Bismarck, (Ger.,) Albers, Hamburg Oct. 5 via Southampton, with mdse and passengers to P. J. Cortis. Arrived at the Bar at 3 45 A M.

SS Didam, (Dutch,) De Vries, Rotterdam Sept. 30, with mdse. and passengers to Funch, Edye & Co. Arrived at the Bar at 8 30 A M.

SS Biela, (Br.,) Davies, Santos Sept. 20 via St. Lucia, with mdse and passengers to Busk & Jevons. Arrived at the Bar at 8 A M.

SS Pontiac, (Br.,) Owen, Tarragona, &c., Sept. 18, with mdse to Phelps Brothers. Arrived at the Bar at 11 A M.

SS Madiana, (Br.,) Fraser, Philadelphia Oct. 12, in ballast A. E. Outerbridge & Co.

SS Apollo, (Br.,) Sykes, Antwerp Sept. 26, with mdse and passengers to Sanderson & Son. Arrived at the Bar at 4 P M.

Ship Buccleuch, (of Liverpool,) Johansen, Bremen 32 ds, in ballast to J. W. Pyne.

Ship James Drummond, (of Bath, Me.,) Curtis, Iloilo 145 ds via Delaware Breakwater, with sugar to order—vessel to James W. Elwell.

Ship I. F. Chapman, Thompson, San Francisco 125 ds, with mdse to John Rosenfeld's Sons—vessel to I. F. Chapman & Co.

Bark Hannah Blanchard, Atkins, Havre 29 ds, with chalk to order—vessel to J. F. Whitney & Co.

Bark Angela, (of Windsor,) Lockhart, Calcutta 134 ds, with mdse to order—vessel to C. F. Whitney & Co.

Bark America, Armstrong, Barbados 17 ds, with mdse to L. W. & P. Armstrong.

Brig Daylight, Foster, Barbados 17 ds, with mdse to L. W. & P. Armstrong.

WIND—9 30 P M at Sandy Hook, S E, heavy wind, cloudy and very hazy.

Sailed.

SS Largo Bay, for Charlotte Harbor; Chattahooche, for Savannah.

Spoken.

Ship Glenmorag, (Br.,) Currie, from New-York Aug. 16 for Melbourne, was spoken Sept. 3 in lat 24 N, lon 32 W.

By Cable.

LONDON, Oct. 13.—SS Bohemia, (Ger.,) Capt. Schroeder, from New-York Sept. 30 for Gothenburg, &c. passed Dunnet Head yesterday.

SS Powhatan, (Br.,) Capt. Aitkenhead, from Venice, &c., for New-York, passed Gibraltar yesterday.

SS Principia, (Br.,) Capt. Stannard, from New-York Sept. 28 for Leith, passed Lewis Island yesterday.

SS Bovic, (Br.,) Capt. Thompson, from New-York Oct. 3 for Liverpool, passed Kinsale to-day.

SS Britannia, (Fr.,) Capt. Labutat, from New-York Sept. 30 for Marseilles, passed Sagres to-day.

SS Maasdam, (Dutch,) Capt. Potjer, from Plymouth for New-York, passed the Lizard to-day.

SS Westhall, (Br.,) Capt. Crosby, from New-York Sept. 28 for Rotterdam, passed the Isle of Wight to-day.

SS Hekla, (Dan.,) Capt. Laub, sld. from Copenhagen for New-York Oct. 10.

SS Bremerhaven, (Dutch,) Capt. Butz, sld. from Rotterdam for New-York yesterday.

SS Galileo, (Belg.,) Capt. Braithwaite, sld. from St. Lucia for New-York yesterday.

SS Loch Lomond, (Br.,) Capt. Morgan, sld. from Rotterdam for New-York yesterday.

Anchor Line SS Furnessia, Capt. Harris, from Glasgow, sld. from Moville for New-York to-day.

SS American, (Dutch,) Capt. Voege, from New-York Sept. 27, arr. at Maasluis yesterday.

SS Amsterdam, (Dutch,) Capt. Stenger, from New-York Sept. 30 via Boulogne, arr. at Rotterdam at 4 P M to-day.

SS Mobile, (Br.,) new, Capt. Evans, sld. from London for New-York to-day.

SS Rhaetia, (Ger.,) Capt. Ludwig, from New-York Sept. 30, arr. at Hamburg to-day.

SOUTHAMPTON, Oct. 13.—American Line SS Berlin, Capt. Watkins, from New-York, arr. here at 11 10 A M to-day.

BREMERHAVEN, Oct. 13.—North German Lloyd SS Aller, Capt. Christoffers, from New-York, arr. here at 1 A M to-day.

GIBRALTAR, Oct. 13.—James Gordon Bennett's yacht Namouna arr. here to-day.

ROARING GEORGIAN VISITOR

NEW-YORK SOAKED WITH RAIN AND SHAKEN BY WIND.

It Was an Unpleasant Night and Men with Balloon Umbrellas Set, Had a Hard Time Beating to Windward—A Western Union Operator's Collar Bone Broken by a Windown Blewn in—Heavy Storms East and West—Wires Down in all Directions.

The storm that struck the Georgia coast Thursday brushed this part of the country last night with a vicious whisk. Its advent was heralded by a rush of wind at about 6 o'clock, carrying enough rain with it to send people without umbrellas hurrying homeward.

In the next hour or so the rain ceased and the high wind lingered only at the tops of high buildings where it made dismal harmonies of the calliope variety, while the streets dried and the trees composed themselves as if for a night's rest.

The maximum velocity of the wind up to that time had been nineteen miles an hour.

The security into which the city lulled itself in the early evening was rudely broken about 9 o'clock by a blast that meant business from the start. It rattled the window panes in houses, banged shutters, shook telegraph poles, set the wires to swaying, swung the electric street lamps until fantastic shadows danced upon the pavements and distorted the shapely trees in the parks. The rain which came was a driving and drenching one. It lacked in quantity but made up in force, for nothing could withstand its search for dry clothing which it wished to make wet.

Apart from the disposition to be contrary and perverse, navigators found themselves surprised upon reaching the streets that the noise and bluster which had seemed terrific when heard indoors caused so little trouble outside. The wind was strong, but it came in gusts and it could be easily gauged, especially in the narrow cross streets, where the houses furnished protection. In exposed places, however, the combination storm had to be taken for what it was. Gentlemen beating to windward with shaky balloon-topsail umbrellas had to look out for themselves.

The wind started at 9 o'clock with a velocity of thirty-eight miles an hour. In the next hour it gathered strength, blowing at forty-eight miles an hour at 10 o'clock. To this pace it held steadily until 11 o'clock, when it took an extra spurt and added one mile to this record. It then appeared to reach its maximum force for the time, and subsided by several miles without much audible abatement.

In the rising gale a large window pane in the eighth floor of the Western Union Building on the Dey Street side crashed into the operating room. Frank M. Aldridge, an operator near the window, caught the blow in the face and breast. His face was badly cut and his collar bone was broken. An ambulance carried him to his home, at 111 West Ninth Street.

At about the same hour, an unoccupied two-story house at Ralph Avenue and Park Place, Brooklyn, Henry Merken of Atlantic and Vanderbilt Avenues owner, tumbled down under the force of the wind. A tree in Court Street, near Third Place, Brooklyn, was also blown down. It fell across the car tracks, carrying the trolley wires with it, and travel upon that circuit was stopped for several hours.

The storm along the water front reminded the watermen and the sailors of the memorable one of August. The Staten Island boats got the worst of the blow, but it did not interfere with their running. There were very few boats on the water except ferryboats and those which were compelled to ply in the stream. All communication with Sandy Hook and Quarantine was cut off at 9:30 o'clock, and no word was received from there after that. Then it was wired that outside the Hook a terrific storm was raging, and the wind was blowing at the rate of fifty-five miles an hour and was increasing. The waves were very high and the wind was southeast. The Bay Ridge Ferry House suffered from the wind. There is a pavilion built over the ferry house proper. About thirty feet square of the roof of the pavilion was blown over on the adjoining wharf and the rest of the roof was left hanging.

All reports indicated that the storm was more severe outside the city, especially to the south, than within it. Communication between Washington and New-York came to an end early in the evening. At 11:30 o'clock the Weather Bureau got its first evening message from Washington by way of Chicago. It reported the barometric marking 29.06 and said 1.82 inches of rain had fallen in Washington up to 8 o'clock, when it was still raining. The rainfall in this city up to 11:30 o'clock had been only three-tenths of an inch.

What happened in the course of the storm northward from Washington was told in falling telegraph wires. They were all down in Baltimore by 9 o'clock. At 10 o'clock only a few clickings could be heard from Philadelphia, and by 11 they had ceased altogether. Chicago and the West became uncertain before midnight, and a little later they were practically useless for newspaper work.

There had been rain in Chicago in the day, but the storm's severity was not understood until weather reports came along in the evening showing that it had worked rapidly eastward, and had covered Lakes Erie and Ontario. Its fringe reached as far as Albany early in the evening, and began moving down the Hudson valley, with light winds but a copious downpour.

Western and Eastern storm circles touched at Pittsburg last night and drenched that city with 1.01 inches of rain. The coast section of the storm, of which New-York had a taste, continued along the coast, giving Block Island a thirty-mile wind, and opening out in a northward direction to cover all of Eastern New-England.

So far as the meagre dispatches at the Weather Bureau indicated anything definite up to midnight, Washington had the centre of the Georgia storm, which was moving northeastward. It was almost over at the South, Jacksonville reporting the barometer at 29.70. The West was also reasonably assured against prolonged discomfort, with a rising barometer and clearer and cooler weather following two days of rain in the Mississippi Valley. It was impossible to define the relations of the eastern and western storms from the data gathered last night, but the weather men, both at Washington and here, concluded that Pittsburg had been visited by a wing of the Georgia cyclone.

A telegram from Somerville, N. J., received after midnight, reported that the gale in that section had uprooted trees, leveled fences and outbuildings, and unroofed dwellings.

All trains from the West were from two to four hours late. A brakeman was said to have been blown from the top of a Jersey Central train near Junction. At North Branch a farmhouse was blown over. A church steeple at Lamington fell for the second time within a year. The Raritan River was rising rapidly.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	57°	58°	3:30 P. M.	65°	67°
6 A. M.	56°	57°	6 P. M.	62°	64°
9 A. M.	55°	61°	9 P. M.	60°	68°
12 M.	65°	65°	12 P. M.	57°	66°

Average temperature yesterday.............63 1/4°
Average for same date last year.............59 5/8°
Average for same date last fifteen years.........62°

LITTLE DAMAGE IN THE SOUTH.

Seaboard Cities Escaped Far More Lightly Than Was Expected.

CHARLESTON, S. C., Oct. 13.—The prediction of the Weather Bureau officials, that while the storm would pass close to Charleston it would do no material damage has come true, for there are no casualties to report. Wet and dirty streets, a number of leaking roofs, wrecked wires, a strong wind, and lowering clouds are all there are of storm this morning.

Mariners along the water front had prepared for a dirty night. The big ocean steamers and the towboats and steam launches had steam up and extra hawsers out. Some of the smaller craft made a run for the Ashley River, but most of the merchant fleet rode the storm out at their berths or anchorages. The East Shore Terminal Railroad, remembering its losses by the August cyclone, anchored all its bridges and wharves with carloads of granite, and consequently not a pier on the eastern water front is damaged.

The barometer reached the lowest point at 7:45 this morning, marking 28.90 inches. The wind attained a maximum speed of sixty miles an hour last night at 9 o'clock. The rainfall for twenty-four hours was 4.72 inches.

Rough Sailing in the Sound.

NEW-HAVEN, Conn., Oct. 13.—About 8 o'clock to-night a heavy rainstorm came up and the wind blew at the rate of twenty-five miles an hour, but soon subsided, and clearing weather followed. The harbor is filled with shipping which put inside the breakwater for safety. The New-York boats arrived about an hour late and reported a rough passage. Trains on all the branches of the Consolidated Railroad are running on time, and not a wash-out has as yet been reported in the State.

ASSEMBLY NOMINATIONS.

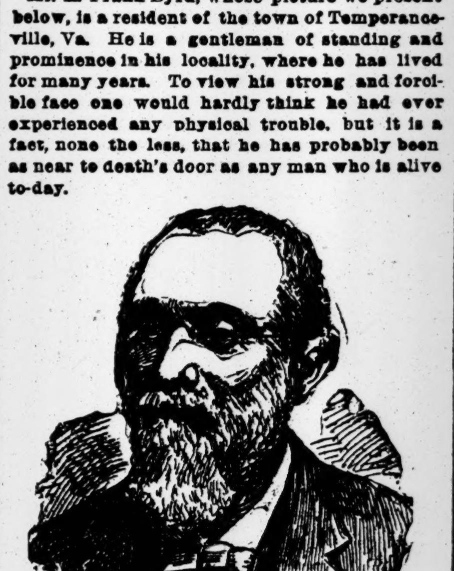
—George H. Wilcox, (Dem.,) Herkimer County.
—Eli McConnell, (Dem.,) Yates County.
—Smith Lent, (Rep.,) Westchester, Third District.

HE WAS RESURRECTED.

BROUGHT BACK FROM THE PORTALS OF THE GRAVE.

What He Saw and Felt—A Graphic Description of a Most Remarkable Event—Are You Certain You Are Safe?—Take Warning While There Is Yet Time.

Mr. A. Frank Byrd, whose picture we present below, is a resident of the town of Temperanceville, Va. He is a gentleman of standing and prominence in his locality, where he has lived for many years. To view his strong and forcible face one would hardly think he had ever experienced any physical trouble, but it is a fact, none the less, that he has probably been as near to death's door as any man who is alive to-day.



A. FRANK BYRD.

It should not be supposed that his troubles began at once. They were, as most troubles are, of gradual growth. At first his head began to pain him, he felt unusually tired, and had peculiar pains throughout his body and a general lack of interest in life, especially for food. These troubles continued and increased, until finally he consulted some of the leading physicians in Baltimore. They made a careful examination and found that he was suffering from chronic Bright's disease, and that of the worst order. They treated him with the most heroic medicines, many of them containing opiates and digitalis, but he grew no better. Returning home with the expectation of speedy death, he determined to make one final effort. He did so, and although he was so greatly reduced, noticed a change for the better. This change continued, he improved steadily, and is a well man to-day, wholly through the use of Warner's Safe Cure, the remedy that took him from the lowest depths of suffering back to a life of health and strength. In speaking upon the subject he said:

"I am now the picture of health, weighing 196 pounds and leading an active business life at fifty-eight years of age. I keep a supply of Warner's Safe Cure on hand, and as oil is used to lubricate rusty machinery when long neglected, I find this valuable lubricator has the same effect upon me. I believe that it will help any one who uses it, and that in no case will it fail if the sufferer continues to use it faithfully."

The above case, while a remarkable one, is only one of many in which salvation from the grave has been effected through the use of this great modern remedy. There are thousands of women who were once weak, run down, and suffering from troubles such as only women can suffer and who are to-day in perfect health and enjoyment of the pleasures of life.

ST. MARY'S WILL LIE IDLE.

An Appropriation of $20,000 Will Little More Than Pay the Officers and Men.

The New-York nautical schoolship St. Mary's will lie idle the rest of this year. The Board of Estimate appropriated $20,000 for the maintenance of the ship. The sum of $34,000 was asked by the commanding officer of the St. Mary's.

The $20,000 appropriated by the Board of Estimate will not be available until Jan. 1, 1894. At present the boys whose names are carried on the schoolship's rolls are at their homes. The pay rolls of the officers and men of the St. Mary's amount annually to over $14,000. The cost of provisioning the ship for a year amounts usually to over $5,000. With an appropriation of only $20,000 available, Commander McGowan points out that there would be practically no money left to meet the large number of incidental ship expenses, such as wharfage, towing, and pilotage.

For the maintenance of the Massachusetts nautical schoolship Enterprise there is appropriated annually the fixed sum of $50,000. For the maintenance of the Pennsylvania nautical schoolship Saratoga there is appropriated annually the fixed sum of $33,000. The amount appropriated by Pennsylvania, which is made up of a State and City of Philadelphia appropriation, is barely sufficient to defray the expenses of the Saratoga's course of instruction. Commander McGowan says if the bill transferring the St. Mary's from the jurisdiction of the City of New-York to the State of New-York is passed it will still be possible to keep the St. Mary's course going. A bill to this effect was recently vetoed by Gov. Flower. It is learned that a new bill will be introduced which will embrace, at Commander McGowan's suggestion, the allotting of one appointment to the St. Mary's to each Assemblyman in the State. As there are 128 Assembly districts, the number of boys which would be received aboard the St. Mary's would just comfortably fill that ship. Commander McGowan's plan embraces the maintenance aboard the St. Mary's of a system analogous to that carried on at West Point and Annapolis, with the one exception that the St. Mary's course should prepare boys for officers in the merchant marine of the United States. This system, he believes, should be entirely under the control of a board appointed by the Governor of the State and with headquarters in New-York City. With suitable offices and the necessary clerks, this board, he says, would be enabled to attend to all supervising duties save those of the instruction connected with the school.

Broken Trolley Wire in Brooklyn.

The trolley wire which carries the current for the Myrtle Avenue cars in Brooklyn, broke at 12 o'clock last night at the Junction of Myrtle Avenue and Fulton Street. The dangling ends of the wire fell on to the Myrtle Avenue tracks, and a series of explosions took place, illuminating the entire neighborhood. The fallen wire stopped traffic for some time. Eight lines of horse cars pass this point. The streets were soon blocked with the cars and the large crowd which, despite the storm, gathered to see the display. A woman fainted from fright when the explosions began.

Gov. Flower in the City.

Gov. Flower arrived in the city from Albany last evening and is stopping at the Windsor Hotel. He will attend the B'Nai Berith celebration in the Grand Central Palace this evening. The Governor expects to be absent from Albany a week.

ONE DAY'S FIRES IN NEW-YORK.

(From 1:30 A. M. Friday to 1:30 A. M. Saturday.)

1:40 A. M.—Avenue A, between Seventy-seventh Street and Seventy-eighth Street; Fred Fuller; damage, $300; insured; cause unknown.
9:45 A. M.—279 Bleecker Street; tar pot; damage trifling; cause unknown.
4:50 P. M.—355 East Houston Street; Adolph Metzner; damage, $300; insured; cause, gas explosion.
5:12 P. M.—84 East Broadway; Baer Cooper; damage trifling; cause unknown.
8:32 P. M.—230 West Fifteenth Street; John Fitzpatrick; damage trifling; cause, curtain taking fire from gas jet.
9:45 P. M.—151 East Seventy-second Street; Mrs. Caroline Stem; damage, $5; insured; cause, curtain and gas jet.
10:25 P. M.—1,193 Third Avenue; Abraham Weigert; damage, $50; insured; cause, electric light wire.
10:40 P. M.—337 Third Avenue; damage, $20; cause, curtain and gas jet.

Afraid of Giving Harvard Tips.

BOSTON, Oct. 13.—Yale has refused to play the Boston Athletic Association football team. The reason assigned is that the Captains of the Harvard and Boston Athletic Association elevens are brothers and the Boston Athletic Association men would ascertain Yale's weak positions and points, to Harvard's benefit. The game would be played before the annual Harvard-Yale game. Thus the Harvard men would be given tips and inside and reliable information on the Yale team's strength and weakness.

—The Old Guard and their guests have made arrangements with the West Shore Railroad for a special train of nine vestibuled sleeping cars and two dining cars through to Chicago in twenty-five hours. The train will leave West Forty-second Street at 3 P. M. Oct. 19. Additional trains for Manhattan Day excursionists will leave via the West Shore Oct. 18 and Oct. 19 at 10 A. M. Tickets at $15 for the round trip will be good until the morning of Oct. 26. Tickets at $17 for the round trip will be valid on the train of Oct. 19, and will be good for ten days.

NORFOLK, Va., Oct. 13.—The Lambert's Point Machine Works were destroyed by fire this morning.

Situations Wanted—Females.

Chambermaids.

CHAMBERMAID AND WAITRESS.—By neat, tidy young girl; first-class references; willing and obliging; moderate wages; city or country. 124 East 41st St.

CHAMBERMAID AND ASSIST WAITING.—By an American young woman. A. N. D., 321 East 73d St., Bergstrom's bell.

CHAMBERMAID AND SEAMSTRESS.—By competent chambermaid and seamstress; excellent references. I. M., 1,105 3d Av.

Cooks.

COOK.—By Swedish woman where kitchenmaid is kept; competent to take entire charge of marketing; best of reference; wages, from $40 to $45. A. B., Box 330 Times, Up Town.

COOK.—By young woman as first-class family cook; first-class bread and pastry maker; first-class city reference. L. D., Box 266 Times, Up Town.

COOK.—First-class; understands all branches; soups, meats, game, and all kinds of cooking; first-class city reference; private family preferred. 125 West 24th St., Bell 4.

COOK.—By a young woman as first-class cook; city reference; in private family. W. J., Box 332 Times, Up Town.

COOK.—By a Protestant woman as cook; no washing; good city reference. R. R., 212 East 44th St.

COOK, WASHER, AND IRONER.—By a neat, tidy young girl; first-class references; moderate wages; city or country. 124 East 41st St.

COOK.—In small family; willing to do some washing; good reference. 169 East 33d St.

Dressmakers.

DRESSMAKER.—By competent dressmaker by the day; makes skirts and waists; very neat work; a few more engagements. Davis, 463 8th Av.

DRESSMAKER.—By a first-class dressmaker to go out by the day in private families; perfect cutter and fitter; references. S., Box 391 Times, Up Town.

DRESSMAKER.—By a French dressmaker, more customers at home or by the day. 218 West 16th St.

Governesses.

GOVERNESS.—By a highly-recommended Swiss lady as governess or companion in good American family; fluent French, German, and English; music; drawing; no objection to traveling. H. Forster, care of H. E. A., 200 West 57th St.

GOVERNESS.—By an American educated girl as governess; able to teach music and French rudiments; willing to travel. Mamie, care of Lauro, 39 East 19th St.

Houseworkers.

HOUSEWORK.—By a neat, tidy young girl; first-class references; good plain cook, washer, and ironer; moderate wages; city or country. 124 East 41st St.

HOUSEWORK.—By a Swedish girl to do general housework. Elsa Lundin, 37 East 29th St.

HOUSEWORK.—By a young Japanese to do general housework. H., Box 210 Times.

Lady's Maids.

MAID.—By English girl as maid to elderly lady; small wages; best reference. A. W., Box 200 Times.

Laundresses.

LAUNDRESS.—By a young woman as first-class laundress; willing to assist with chamberwork; city reference. 351 East 52d St.

Nurses.

NURSE.—By a respectable young widow (Scotch) as infant's nurse; full experience; reference. Mrs. Kidd, 82 East 107th St.

NURSE AND SEAMSTRESS.—By a neat, tidy young girl; first-class references; moderate wages; city or country. 124 East 41st St.

NURSE.—In private family in city; willing to assist chambermaid; best city references. K. H., Box 401 Times, Up Town.

NURSE AND SEAMSTRESS.—By a French girl as nurse and seamstress; prefers small children; very good reference. Le Mallit, 348 8th Av.

NURSE.—By a competent North German to take care of a baby; four years' best city reference; willing to travel. 409 West 37th St., first floor.

NURSE, &c.—By a respectable young girl as nurse and to assist with chamberwork; best references. 341 East 37th St.

NURSE.—A lady desires to secure a situation for a faithful nurse, whom she can recommend. 52 West 71st St., from 9 till 2.

NURSE.—By an experienced nurse; would like a place with a private invalid; first-class reference. Advertiser, 185 West 11th St.

Seamstresses.

SEAMSTRESS.—By thoroughly-competent seamstress and sewing-mahine operator by day or week; children's fine work a specialty; city reference. D. M., Box 385 Times, Up Town.

SEAMSTRESS.—By a young lady; does all kinds of plain sewing, mending, and darning; good references. E. P., 14 Livingston Place.

SEAMSTRESS.—By a competent person as seamstress; city reference. 302 East 42d St.; ring third bell.

Waitresses.

WAITRESS.—By Englishwoman; or would go as parlormaid; in small first-class family; thoroughly experienced; town or country. Annie, 270 West 34th St.

WAITRESS.—First-class; thoroughly understands the care of silver; makes all kinds of salads; has first-class personal references. 213 West 36th St.; ring twice.

WAITRESS.—By a first-class waitress in a small private family; can take a butler's place; good reference. D. G., Box 328 Times, Up Town.

WAITRESS.—By a competent waitress in a private family; best of city reference. 208 West 61st St.

WAITRESS.—By first-class Protestant waitress in small private family; good city reference. M. A., Box 323 Times, Up Town.

WAITRESS.—By a first-class waitress in a private family; can fill a butler's place; best city reference. 16 East 39th St.

WAITRESS, &c.—As waitress and to assist in chamberwork. Present employer's, 32 West 46th St.

Miscellaneous.

ADDRESSING ENVELOPES.—By a girl to address envelopes; is good plain writer; reference. H. K., Box 402 Times, Up Town.

ATTENDANT.—As attendant on invalid lady; by experienced, middle-aged Swede; best references. Lotten, 354 Times, Up Town.

PARLORMAID.—By a young girl as first-class parlormaid and waitress, or chambermaid alone; in private family. 60 West 37th St.

Situations Wanted—Males.

Butlers.

BUTLER OR WAITER.—By young man, with strictly temperate habits; is a thoroughly-competent indoor servant; city or country; good references from last employer. O. Q., care Mrs. Halton, 323 East 36th St.

BUTLER OR VALET.—A gentleman closing his house desires to obtain a position for a young Englishman; he is thoroughly competent in all his duties; height, 6 feet. J. S., Post Office Box 227, Boston, Mass., or H. C., 645 6th Av.

BUTLER.—By a Frenchman; Protestant; age, 30; understands his duties; where parlormaid or pantrymaid is kept; willing, obliging, and sober; good references; recommended by last employer. B. P., Box 265 Times, Up Town.

BUTLER OR BUTLER AND VALET.—By a German competent single man in a private family where either second man or parlormaid is kept; best of city references. Butler, 24 Washington Square North.

BUTLER AND VALET.—By young man; 21; thoroughly experienced in care of plate; would make himself useful in small family; salary moderate. Philip Delarcy, 87 Ravine Av., Glenwood, Yonkers, N. Y.

BUTLER.—By thoroughly-qualified Frenchman; speaks English fluently; highly recommended by last employer, who can be seen. E. F. S., Box 272 Times, Up Town.

BUTLER, VALET, OR SINGLE HANDED.—By young man; English; understands his business thoroughly and has excellent references. Henry, Box 268 Times, Up Town.

BUTLER OR VALET.—By a young Swiss; 26; speaks French, German, and English; also willing to travel; best of references from Paris and New-York families. J. Gassler, 231 West 30th St.

BUTLER.—By experienced Frenchman; 28 years old; thoroughly competent; good valet; best of personal city references from first-class families. C. S., 125 West 26th St.

BUTLER.—By an experienced man; thoroughly competent; good valet; excellent references from first-class families. G. B., Box 336 Times, Up Town.

BUTLER, VALET, OR SINGLE HANDED.—By young man; thoroughly understands his duties; English; has excellent references. H. H., Box 394 Times, Up Town.

BUTLER.—By thoroughly-qualified Frenchman; speaks English fluently; highly recommended by last employer, who can be seen. E. F. S., Box 272 Times, Up Town.

BUTLER—COOK.—By man and wife; thoroughly competent; English; town or country; good references. M., Box 325 Times, Up Town.

BUTLER.—By a first-class butler; understands his business thoroughly; disengaged Oct. 25. A., Box 315 Times, Up Town.

BUTLER—COOK.—Where a parlormaid or second man is kept; leaving through family going abroad. 27 West 20th St.

BUTLER.—By a competent young man where parlormaid is kept, or single handed; reference. D. N., Box 264 Times, Up Town.

BUTLER, OR BUTLER AND VALET.—By thoroughly-experienced young man; satisfactory references. O. G., Box 396 Times, Up Town.

BUTLER.—By an Englishman; age 35; first-class city reference. C. E., Box 329 Times, Up Town.

BUTLER.—English; age, 29; four years' personal reference. T. B., Box 400 Times, Up Town.

OUR "SHORT-AD" CORNER.

As she turned her tear-stained face toward her friend, a strange comfort appeared there.

"Ay," she exclaimed, "better indeed is it that he should prove false now than after I were wedded to him."

As she reached for the coffee urn there was a sweet smile of resignation upon her lips.

"Yes, Penelope—"

It was the voice of her trusted confidante, full of love and sympathy.

"—you can just bet it's easier to get damages for breach of promise than it is to secure anything like decent alimony."

Taken all in all, the situation looked quite endurable and the silver lining of the cloud was very noticeable.—Detroit Tribune.

Mrs. G.—Such impudence! Here's Sister Matilda proposing to come here with both her children and made us a long visit.

Mr. G.—But you spent half the Summer at her home in the country, and you had four children and a nurse.

Mrs. G.—A different thing altogether. She has no servants, and she knows perfectly well that we have several and that every one of them will get mad and leave if the family is increased.—New-York Weekly.

How to excite sympathy—Tell any woman that you've just been jilted by some other woman.

How to keep friends—Stay away from them.

How to be rich—Be born into a wealthy family.

How to get married—Decide to be a bachelor forever.—Chicago Record.

Situations Wanted—Males.

Coachmen.

COACHMAN.—By single Protestant young man; Swede; understands the care of fine horses and carriages thoroughly; is civil, willing, and obliging; has excellent written or personal city or country references for honesty, sobriety, and capability; leaving on account of present employer giving up horses. Ch. Ahlstrom, care of Wh. Parkinson, 104 East 27th St.

COACHMAN.—By single, strictly-temperate, steady, reliable man, who thoroughly understands his business; care of fine horses, carriages, and harness, which he keeps in first-class order; good driver; city or country; has best of references. J. C., Box 333 Times, Up Town.

COACHMAN.—By a first-class man who thoroughly understands the care of horses and carriages; a first-class city driver; can supply best of city reference, which last and former employers can be consulted upon. Coachman, 340 East 11th St., grocery store.

COACHMAN.—By competent man, (Swede;) thoroughly understands his business in every respect; eight years' best city reference; employer can be seen; city or country. F. G., 155 East 29th St.

COACHMAN.—By an experienced middle-aged man; thoroughly understands his business; good horseman; careful city driver; highly recommended by first-class families, who can be seen; no objection to a good country place. 409 5th Av.

COACHMAN AND GROOM.—By a single man; thoroughly capable and efficient; ten years' best city reference from one family; careful, stylish driver; strictly temperate, civil, and obliging; city or country. J. B., 988 6th Av.

COACHMAN OR SECOND MAN.—Married; no family; thoroughly understands his business; eight years' best city reference; last employer can be seen; no objection to the country. T. R., Box 327 Times, Up Town.

COACHMAN.—By a first-class coachman in a private family; highly recommended by present employer, with whom he has been for the past eleven years; married. O'Keeffe, two days, 130 West 31st St.

COACHMAN AND USEFUL MAN.—By Protestant; single; 27; steady; stylish driver; good rider; thoroughly understands the care of horses, harness, and carriages; best city references; city or country. Coachman, 509 10th Av.

COACHMAN.—English; by first-class, single, middle-aged, medium-sized man that knows his business thoroughly; highest city references; town or country. W., care Mrs. Magee, 166 East 33d St.

COACHMAN.—(English;) thoroughly understands his business; age 28; single; eighteen months with last employer, four years with previous one. E. P., 35 East 47th St., stable.

COACHMAN.—English; two years' good city reference; thoroughly understands care horses and fine carriages; married; age 35. C., Janitor, 360 West 36th St.

COACHMAN.—Gentleman wishes to find a place for his coachman; can recommend him as being strictly temperate, honest, and good driver; single; age, 28. J. W., 113 East 15th St.

COACHMAN AND USEFUL MAN.—30; single; understands care and management of horses thoroughly; best references; willing and obliging. Henry, Box 205 Times.

COACHMAN.—By a single man as coachman in private family; first-class city reference; last employer can be seen. James, Box 382 Times, Up Town.

COACHMAN.—By a thoroughly-experienced man; nine years with present employer, who can be seen. Present employer's, 21 Madison Square North.

COACHMAN.—Thoroughly understands his duties; good reference from present employer. J. L., 21 Grace Court, Brooklyn, or W. S. P. Prentice, 4 Wall St.

COACHMAN.—Middle-aged; married; long city references from last employer; sober; disengaged; giving up horses. P. F., 305 West 104th St.

COACHMAN.—By a competent single man; five years' references from one place. M. F., 351 West 45th St.

COACHMAN.—Married; gentleman giving up horses wishes situation for his coachman, whom he can highly recommend. T. Kirby, 1,875 3d Av.

COACHMAN.—By colored man; first-class in every particular; good references. Leonard, care of J. Curley, 1,661 Broadway.

COACHMAN.—A gentleman wants to procure a position for his coachman. McGuire, 472 Columbus Av.

COACHMAN.—By married man; first-class reference from last and former employer, who can be seen. J. F., 50 East 52d St.

COACHMAN.—Gentleman disposing of his horses desires position for his coachman, whom he can highly recommend. 40 West 38th St., two days.

COACHMAN.—Employer wants situation for his coachman; very desirable, capable man. G. R. S., 59 Cedar St.

Grooms.

GROOM OR SECOND MAN.—By a Protestant young man; thoroughly experienced with fine horses, harness, and carriages; best city references. A. L., Box 331 Times, Up Town.

GROOM.—By a young man as carriage groom; city or country; thoroughly understands his work; good reference; can see last employer. J. M., 505 Park Av.

GROOM OR SECOND MAN.—By a Protestant young man; thoroughly experienced with fine horses, harness, and carriages; best city references. A. L., Box 403 Times, Up Town.

GROOM.—By a Swede, who understands taking care of fine horses and harness; first-class references and personally recommended. Johnson, 322 10th Av.; Mrs. Rydberg.

GROOM.—By a young man as groom; willing and obliging; good reference. Can be seen or heard from at present employer's stable, 156 West 56th St., private.

GROOM.—By young man of good habits; first-class reference from last employer; is willing to make himself generally useful. L. D., Box 383 Times, Up Town.

GROOM.—By a competent man to assist in stable and make himself generally useful; willing and obliging; references. J. C., Box 205 Times.

GROOM.—By a young man who thoroughly understands his business; first-class reference. J. W., Box 367 Times, Up Town.

Second Men.

SECOND MAN AND VALET, OR SINGLE.—By a young French-Swiss, who can furnish first-class city personal references; willing to travel. L. C., 43 West 21st St.

SECOND MAN.—By a young Englishman, just landed, as second man; willing to make himself useful; age, 25; good references. G. S., 155 East 33d St.

SECOND MAN.—In private family, where butler is kept; first-class city references. M., Box 389 Times, Up Town.

SECOND MAN.—By a young Englishman; height, 5 feet 11 inches; one year's best city reference. W. Mason, 133 West 62d St.

Useful Men.

USEFUL MAN.—By a Swede; educated; reliable; lately landed; as useful man or at anything in private family; speaks German and some English. Gustave, Box 199 Times.

Miscellaneous.

ATTENDANT.—As attendant on family traveling; never seasick; four years in last position. Experienced Swede, Box 355 Times, Up Town.

COOK.—Dane; 18; lately landed; in private family; as assistant cook or kitchenman; wages low. Y. J., care Osterberg, 345 West 43d St.

FOOTMAN.—By respectable Swede; 32 years old; sober; cannot speak English. Carlberg, care of Carlstrand, 210 East 41st St.

FURNACE MAN.—A gentleman desires one or two more places for his furnace man, in the neighborhood of 50th St. Post Office Box 59.

MAN COOK.—By a young German from Berlin, who has worked in royal and noblemen's kitchens, from where he has the most excellent references; he is capable to take charge of cooking as well as pastry and confectionery; he speaks English fairly, and understands the French cuisine. L. S., Box 258 Times, Up Town.

Help Wanted—Females.

WANTED—An experienced woman as laundress and chambermaid in small family. 21 West 58th St., before 2:30 to-day.

Medical.

A.—A.—A.—QUICKEST PERMANENT CURE guaranteed in diseases of men; dangerous cases solicited; relief at once; first-class scientific treatment only. The leading specialist. Dr. BONSCHUR, 33 West 27th St.; 9 to 3.

The New-York Times

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THE TIMES IN CHICAGO

Wells B. Sizer, 189 State Street.	Leland Hotel.
Palmer House.	Virginia Hotel.
The Post Office Depot, 91 Adams Street.	Tremont House.
Charles McDonald, 55 Washington Street.	Imperial Hotel.
The Auditorium Hotel.	Hotel Wellington.
Victoria Hotel.	Hotel Windermere.
Grand Pacific Hotel.	Brentano's, 204 and 206 Wabash Avenue.
Union News Company's stands on Elevated Railroad and at Fair Grounds.	Columbian News and Novelty Company, Fair Grounds—Casino, Public Comfort Buildings, and Terminal Station.

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AMUSEMENTS THIS EVENING.

AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—Prodigal Daughter. Matinee.
BIJOU, Broadway-30th St—8:15—The Golden Wedding. Matinee.
BROADWAY, Broadway-41st St—8:00—Erminie. Matinee.
DALY'S, Broadway-30th St—8:15—Peaceful Valley. Matinee.
DORE GALLERY, 53d St—10 A. M. to 6 P. M.—Paintings.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
EMPIRE, Broadway-40th St—8:15—Liberty Hall. Matinee.
FIFTH AVENUE, Broadway-28th St—8:15—In Mizzoura. Matinee.
FOURTEENTH STREET, 14th St-6th Av—8:15—The Corncracker. Matinee.
GARDEN, Madison Av-27th St—8:15—Faust. Matinee—Cavalleria Rusticana and I Pagliacci.
GRAND OPERA HOUSE, 23d St-8th Av—8:00—The Power of Gold. Matinee.
HARRIGAN'S, 35th St-6th Av—8:00—The Woollen Stocking. Matinee.
HERRMANN'S, Broadway-29th St—8:30—Dr. Jekyll and Mr. Hyde. Matinee—Beau Brummell.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville. Matinee.
IRVING PLACE, 15th St-Irving Place—8:15—Helmath, (Home.) Matinee.
KOSTER & BIAL'S, 34th St-Broadway—8:15—Vaudeville. Matinee.
LYCEUM, 4th Av-23d St—8:15—Sheridan; or, The Maid of Bath. Matinee.
MADISON SQUARE, 24th St-Broadway—8:30—A Temperance Town. Matinee.
MUSIC HALL, (Recital Hall,) 57th St-7th Av—10:00 to 6:00—Painting: The Living Christ.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—Day and evening—Paintings.
NIBLO'S, Broadway-Prince St—8:15—A Trip to Mars. Matinee.
PALMER'S, Broadway-30th St—8:15—1492. Matinee.
POLO GROUNDS, 157th St-8th Av—3:30—Base ball—Brooklyn vs. New-York.
STANDARD, Broadway-32d St—8:30—Charley's Aunt. Matinee.
STAR, Broadway-13th St—8:00—The Second Mrs. Tanqueray. Matinee.
THE CRYSTAL MAZE, Broadway-38th St—1 P. M. until midnight.

TEN PAGES.

NEW-YORK, SATURDAY, OCT. 14, 1893.

There seems to be an uncommon degree of indifference abroad this year regarding the nomination of candidates for the Legislature. The notion that abler and better men are needed at Albany is not dead, and there is no doubt a general feeling in each political party that it is desirable to have control of the Legislature. But there is an apparent lack of interest in the action of the conventions that nominate candidates for that body. This is probably due to the lack of any definite issue dependent upon the action of the Legislature at the next session. No member elected this year is expected to take part in choosing a United States Senator. The long contest over the Constitutional Convention, enumeration and apportionment questions, has been closed up, excise legislation has been disposed of in such a way that the question is not likely to come up again at present, and ballot reform seems to be accepted as settled, for a while at least. There is no definite idea of what there is for the Legislature to do, and it is hard for any one to take much interest in it just now.

The purpose attributed to the Tammany organization of this city of selecting particularly strong candidates for district delegates to the Constitutional Convention is a good one and worthy of commendation. The tasks of the convention can only be performed by capable men, with an aptitude and training for that kind of work. There is "nothing in it" for politicians, and it would be a tedious and irksome service for them. There is credit to be gained by selecting fit men for it, and surely nothing to be lost.

Certain high-tariff journals publish extracts from the argument of the President of the Tin-Plate Manufacturers' Association before the Ways and Means Committee. It appears that Mr. CRONEMEYER said: "Our selling prices at present are about as low as the average at which consumers have bought during the past ten years." There is a large margin in that word "about." The published quotations do not show that Mr. CRONEMEYER'S tin plate is sold at prices lower than the prices of imported tin plate, enormous quantities of which are coming into the country, and the price of the imported is $5.35. It is not necessary to go back ten years; the record for the five years immediately preceding the year in which the McKinley bill was passed will suffice. The average price of the imported tin plate for those five years was $4.36.

Of the unusual number of fatal railway accidents that have occurred within the past two months, a majority have been directly due to the stimulation of travel furnished by the World's Fair. The collision at Detroit yesterday, by which a number of persons lost their lives, was one of these. It was the collision of two sections of an excursion train. It is plain that the interpolation of special trains in the regular schedule of a railroad creates peculiar danger, which should be met by peculiar precautions. It is plain also that many managers have neglected to enforce these precautions. Many of the accidents have been caused by the collision of regular and special trains, which is a very obvious danger and can be averted by very obvious safeguards. The collision of two sections of the same train seems to be quite inexcusable, even though the excuse of the engineer in this case, that his air brakes would not work, should serve to transfer the blame from himself.

We published two or three days ago a part of the evidence relating to the disbarment of the Republican candidate for Governor in Iowa by the Interior Department at a time when that department was controlled by Republicans. This man JACKSON'S offense was an attempt to obtain $500 or $600 from an applicant for a pension upon the plea that the money could be used effectively in Washington to procure the pension and an allowance of from $1,200 to $1,500 in back pay. The shameful character of the proposition was clearly shown by JACKSON'S own letters, and the aspect of it has not been improved by the excuses of the candidate and his friends. It is now announced that JACKSON has told the State Republican Committee that he is willing to withdraw. At last accounts the committee had not taken action upon the suggestion, but it seems to be admitted that the man cannot hope to be elected. The withdrawal of JACKSON and the substitution of some new man at this late day would probably kill the ticket, and the retention of a candidate so badly smirched must cause the defeat of his party. Probably the Republicans of Iowa are sorry that they ever heard of a "pension issue," for their opponents could not have asked for a more effective argument in their favor than has been furnished by the history of JACKSON'S dealings with pensioners and the Pension Bureau.

THE PLAIN WAY.

The test of "physical endurance" has failed because the firmness and determination of the majority were not equal to the task set for them. Had all the professed friends of repeal been willing to do all that they could, it might not have failed; it certainly would not have failed so soon. But at best the advantage under all probable conditions was on the side of the minority, and had it been otherwise the spectacle of a continuous session, even if the result had been victory for the majority, was a disgraceful and scandalous one.

The majority has the right to act. If it is united it can find means to act far more dignified, more logical, more in the spirit of representative government, than submitting its members to the Chinese torture of sleeplessness. The first that suggests itself is the one advocated by the Exchanges of Memphis, that the Vice President, in the Chair, should decline to recognize any Senator for any purpose except a motion that the vote on the repeal bill be taken. A second means, and one which would relieve the Vice President of the responsibility and put the majority clearly in possession of its rights, is that a motion should be made to proceed to vote on the repeal bill without debate. Any one can make that motion. If the Vice President entertains it, the minority can, if any one of them chooses, appeal from the decision of the Chair. The majority can lay the appeal upon the table and take the vote on the bill. Should the Vice President rule that the motion is not in order, the majority can appeal from that ruling, can overrule it, and take the vote that will pass the bill. Either proceeding is one that the great body of the people would hail with delight. The last-described one is clearly within the rights of the majority. It is not prohibited even by any rule of the Senate, and if it were, the rules are for the regulation of action, not for the suppression of action. The majority would simply be carrying out the will of the people in an orderly, deliberate, lawful manner.

Can a majority be had for this simple policy? We do not know. No one can know until the test is applied. It is only too plain that in the ranks of the professed friends of repeal there are some whose friendship has not yet gone beyond professions, and perhaps it will never go further. We have no desire now to discuss the motives of these men. If they are Republicans, they fail to serve their country as they ought. If they are Democrats, they fail in that and also in common political sagacity, for this is the crisis of their party's fortunes, and nothing but unconditional repeal, nothing short of that, nothing less than that, can save the party from certain peril and probable disaster. But two things are certain. One is that the people will stand by those who stand by unconditional repeal, the other is that the chief representative of the people—the President of the United States—will, in their name, accept nothing but what the people justly and imperatively demand. In these conditions there is a duty for business men to do—a plain and urgent duty. We have pointed out how the majority can take its rights. The business men of every city should now demand that these rights be taken. In every city of the Union there should be a meeting of business men such as was held at Cooper Union in the Spring of 1891, when GROVER CLEVELAND wrote his manly and decisive letter against the free, independent, and unlimited coinage of silver. The emergency is far more serious than it was then. The issue is just as definite. The way in which to direct the Senate is plain. The merchants of the country, worn with anxiety and doubt and care, seem benumbed. Indifferent they cannot be, for the immediate and ultimate loss they must suffer is enormous. They must shake off their weariness and make plain to their servants at Washington what the needs and wishes of the country are. We speak deliberately and with perfect conviction when we say that the settlement of this momentous question is in their hands. The Senate can act. It will act if the force of public opinion compels.

THE LAST OF THE CUP RACES.

The merely nautical aspects of the yacht race of yesterday, which turned out to be the deciding race for the custody of the *America's* Cup, are overshadowed by other considerations. The result of the race was to inspire in every spectator of it sympathy for the yachtsman who had come three thousand miles to sail a race, had found, after several attempts and two defeats, the weather that suited him, and had just succeeded in showing that his boat was good enough to win, when an accident happened that deprived him not only of his chances for regaining the cup, but of the record of the race that probably would have been his if the race had been sailed to a finish on the merits of the boats and their handling.

In fact, the race established decisively the points in favor of the *Valkyrie* as against the *Vigilant*. One had been established before, and that was that she is a much handier boat than her rival, and in short work, with frequent turns, is her superior. This merit does not count for much after a race over an open course is fairly begun, unless the boat that possesses it can entice a more unwieldy yacht into a luffing match, as the *Vigilant* was for a time enticed in the abortive race of Wednesday. But at the start it counts for a great deal, and it is by reason of this merit that the *Valkyrie* has got the better of the start on almost every occasion in which the two vessels have met. She has been very smartly handled, no doubt, but the smartness of her handling is simply a taking intelligent advantage of the quickness of the boat. If the *Valkyrie's* people had had the *Vigilant* to sail they could not have done it, whereas we have no reason to dispute that the *Vigilant's* people could have done it if they had the *Valkyrie* to handle. The advantage thus gained was yesterday very important, since it enabled the *Valkyrie* to command at the start the weather-gage which is so important in working to windward, and which is almost decisive when the vessels are evenly matched. If the *Vigilant* had had this advantage at the start it is very likely that she would have retained it to the outer mark.

The other point of superiority of the *Valkyrie* is that she is a better boat to windward in a sea way than the *Vigilant*. This was yesterday made clear beyond dispute. Her model offers less resistance to waves than that of the *Vigilant*, and yesterday, in a moderate sea, this advantage was enough to neutralize, and more than neutralize, the *Vigilant's* unquestionable superiority in speed. No matter how hard or light the wind is, it is pretty clear that the *Vigilant* will move faster through smooth water than the *Valkyrie*. That has been proved in every one of the meetings between the boats, and it was very clearly shown last Monday, in the only real race that had taken place before yesterday. The breeze on the windward leg of the course on Monday was about of the same strength as in the first half of yesterday's race. The difference was that the wind then, being off shore, did not raise the sea as it was raised yesterday, and this difference was so important that, whereas the *Vigilant* gained nearly five minutes in a beat to windward of ten miles in smooth water, the *Valkyrie* gained nearly two minutes in a beat to windward in rough water yesterday, a "dead thrash to windward," which was as fair and as exacting a test of the merits of the competing yachts as has ever been furnished by the conditions of an international race.

Though the prize goes to the *Vigilant*, the honors of yesterday remain with the *Valkyrie*. There is very little doubt that the *Vigilant* would have beaten any other American yacht under the conditions under which the *Valkyrie* beat her. That is to say, in a beat to windward in a stiff breeze and a moderate sea the *Valkyrie* is faster than any American yacht; and these are the conditions that yachtsmen agree to regard as supplying the best test of a racing yacht. It is the fairest test that has been had of these two yachts to windward. In like manner, the run home, until the *Valkyrie* was so unfortunately crippled, was the best test that has been had of the comparative merits of the boats on this point of sailing. Here the showing of the work to windward was reversed, and, to the surprise of many people, the *Vigilant* proved the faster. The deep and narrow cutter has commonly excelled at this. The *Colonia* beat the *Vigilant* in such a race, in very much the same weather as that of yesterday, and it was a fair expectation that the *Valkyrie* would beat her also. She not only did not do this, but the gain of the *Vigilant* was distinct and marked before the *Valkyrie* was partly disabled by the loss of her light sails. When the accident, or the first of the chapter of accidents occurred, the *Vigliant* was nearly abreast of the leader. Her gain on the run was doubtless due mainly to her far greater spread of canvas, all of which was efficient. It would not have sufficed, however, to save the race, as was proved by the fact that the crippled *Valkyrie* was beaten but forty seconds, whereas nobody who saw the race would estimate her loss from accidents at less than two minutes. Barring accidents, it was her race beyond any question, and it is a great pity that it should not have gone to her credit. It would, however, have been a closer race than that of Saturday or of Monday, and the fair conclusion to be drawn from the series of international races of 1893 is that the American boat of the period can win without much difficulty from the British boat in five days out of six of the yachting season, while on the sixth she will be defeated by a narrow margin.

THE TROUBLES OF BRAZIL.

President PEIXOTO of the Brazilian Republic has the good wishes of the people of the United States in the struggle in which he is engaged. They would rejoice to see him repel and crush the insurgent followers of MELLO. It is natural and proper that our sympathies should be upon the side of constitutional forms and good order. In any republic with which we are on friendly terms an insurgent chieftain would have to have a very good cause indeed, a much more meritorious one than MELLO'S, to enlist our friendly interest. But there is a special and potent reason why the people of the United States hope for the ruin of MELLO'S audacious enterprise. It is asserted and generally believed that his success would bring about the restoration of a monarchical form of government in Brazil. That is reason enough to procure him our disfavor. Nor is our national preference between the combatants based on sentiment alone. It is better for us that this great South American people should continue under a form of government akin to our own. We distinctly prefer that she should choose us for her model rather than the European monarchies.

However, it is infinitely more important to the Brazilian people than it is to us that MELLO should be beaten. His revolt is denounced by the press of Rio as "a conspirator's venture," representing no popular mandate or disposition, but on the contrary constituting an assault on the Constitution and the national sovereignty. It is of the utmost importance to the domestic interests of Brazil that this conspirator and traitor be put down. His success, whether it restored the monarchy or not, would engender a ghastly brood of revolutions, frequent, bloody, and self-perpetuating. It would cost Brazil the confidence of foreign nations and investors, and would deprive her people of the benefits of established good order under constitutional sway.

Most important action has been taken against MELLO by the Governments of five of the largest and wealthiest States of the republic. These States have resolved that the republic must be maintained, that the National Constitution must be upheld, and that President PEIXOTO shall be succeeded by a civilian. This is a powerful einforcement for PEIXOTO. It will encourage him and his forces to hold out against the insurgents. Besides that, this declared policy of the States, so evidently representing the popular feeling in the republic, will tend to deter the European naval officers and diplomatic representatives at Rio from making the very serious mistake of giving aid and comfort to MELLO. Should they adopt that mistaken policy, we should at once take a new and deeper interest in the affair.

THE NOMINATION OF GARY.

While only County Commissioners and Judges of local courts are to be chosen at the coming election in Chicago, the contest should and will excite much interest throughout the country, because Judge GARY is a candidate. There are ten Judges to be elected. The only Judge of the Superior Court whose term expires this year is this man, who presided at the trial of the Anarchists and has been decorated with the enmity of Gov. ALTGELD. Judge GARY has been on the bench in Cook County for thirty years, and he is now Chief Judge of the Appellate Court. He is a Republican, but the Democrats have repeatedly put his name on their ticket and united with the Republicans in electing him. They began to do this in 1869, and he was nominated by Democratic conventions in 1875, 1881, and 1887. Up to this time the party has neglected no opportunity to express its conviction that GARY should be retained by common consent.

But his name is not on the Democratic ticket this year, and in failing to nominate him the Democrats of Chicago have blundered. At a large meeting held a few weeks ago the Bar Association of Chicago undertook to suggest the names of eight persons—four Democrats and four Republicans—for the ten judicial offices, and out of 1,346 votes cast, 1,172 named GARY for the place at the head of the list. It was a foregone conclusion that the Republicans would nominate him. But in the Democratic convention he had but one vote out of 729, a vote cast by Judge MORAN, who had sought in vain to place the name of GARY formally before the assembled delegates. "I desire," said he, "to have nominated a man who has been nominated in Democratic conventions every six years for the last twenty-four years. He has adorned the bench of this county for thirty years." But they would not hear him. His voice was drowned by a howl of disapproval. "You can choke me off," he said as he sat down, "in a Democratic convention, not because you yourselves desire to do it, but because you are faithfully obedient to your drillmasters." The candidate nominated in GARY'S place is a lawyer who took an active part in the movement for the pardon of the Anarchists.

The drillmasters of whom Judge MORAN spoke are Mayor HARRISON and Gov. ALTGELD. These two men are not friends in politics, for ambition makes them rivals, But the influence of both of them was exerted through the local and the State organizations to prevent the nomination of GARY. Each of these men is bidding for the support of the uneasy, dangerous, and Anarchistic elements in the population of Chicago. We believe that HARRISON did much to defeat his own purposes when he used his influence to exclude the name of GARY from the ticket. He could have afforded to ignore ALTGELD, for, unless our estimate of the good sense and patriotism of the people of Illinois is wholly wrong, the Anarchists' Governor cannot be formidable in politics after he shall have finished his term and lost control of the patronage connected with his office. ALTGELD must soon cease to be a political force. The support he has gained by the growing list of his pardons, which promise to depopulate the penitentiaries of Illinois, will have no weight against the indignation of those who believe that convicted criminals should be punished. The Mayor might have gained something by advising the selection of GARY. He has lost much by shutting GARY out, for it will be admitted that his influence in the convention was greater than the Governor's, and was decisive.

The Republican ticket for judicial offices is by no means a faultless one, although GARY stands at the head of it. The charge is made that at least one of the candidates named "is himself of the Anarchist fraternity," and that he was nominated to attract the votes of those affiliated with him. But it is possible for the voters of Chicago to make an excellent ticket out of the twenty names laid before them by the two conventions, with Judge GARY'S name first.

It will be disgraceful in this year of Chicago's triumph if this Judge shall be defeated at the close of a period of thirty years' honorable service in order that the bitter hatred of ALTGELD may be satisfied and the political fortunes of HARRISON be promoted in the slums. Owing to the relation of Judge GARY to the trial of the Anarchists, the vicious attack upon him made by ALTGELD in the extraordinary message accompanying the shameful pardon of FIELDEN, SCHWAB, and NEEBE, the rejoicings of Anarchists everywhere over this abuse of an upright and fearless Judge by the unworthy Governor of a great State, and the notorious undertaking of ALTGELD to prevent the re-election of GARY, the chief issue in the Cook County campaign becomes in a certain sense a national one. GARY is the representative of law and order and of opposition to Anarchist doctrines and methods. The Democrats of Chicago should correct the blunder of their local boss and the folly of their convention by casting their votes for him.

MONEY FOR STREET CLEANING.

Unless the members of the Board of Estimate and Apportionment have good ground for believing that the amount of money asked for by Commissioner ANDREWS for the expenses of the Street-Cleaning Department is larger than is needed for the purposes designated in his estimate, it is a mistake to make any serious reduction in it. If Mr. ANDREWS is a capable and honest officer, who has based his estimates upon a careful study and a conscientious judgment of the cost of conducting his department successfully, the amount of money which he has asked for should be granted. Otherwise there can be no hope of having clean streets, and the Commissioner cannot be justly held responsible for the failure.

Mr. ANDREWS declares that with the allowance made by the Board of Estimate on Tuesday his hands will be tied, and it will be impossible for him to perform the work of his department satisfactorily. It will be deplorable to have this old excuse of a lack of funds repeated as a justification of dirty streets and slovenly methods of removing ashes and other refuse. The sum asked for is a large one, but if it is necessary and if its expenditure would really result in clean streets and a careful and thorough service in the department, it should by all means be allowed.

The injury to health and to property occasioned by the filth that pervades the air and penetrates dwellings when streets are badly kept is more than an offset for the cost of cleanliness. A new system has been devised for correcting a long-standing evil which is the cause of constant complaint. It cannot be carried out without proper equipment and an adequate force. What is necessary for the purpose Mr. ANDREWS is in a position to know, and the cost is a matter of close calculation. This system should be successfully applied, if it is only a question of expense under honest and efficient management. It cannot be done without an adequate appropriation. If the Board of Estimate and Apportionment insists upon crippling the Street-Cleaning Department it will have to take the responsibility and the condemnation for dirty streets after Jan. 1.

UNCONDITIONAL REPEAL.

Senator QUAY said to a delegation of Pennsylvania business men who called upon him and his colleague yesterday that unconditional repeal was doomed, and that conditional repeal would in his opinion be passsed in from three to ten days, probably within three. If Mr. QUAY'S judgment be correct, then in from three to ten days, probably in three, the majority in the Senate will have made an unconditional surrender of the rights of the people. It will then be the duty of the House to reject the proposition of the Senate. If the House fail to do so, the sole defense of the people will be in the veto of the President.

That is a prospect which Mr. QUAY, as an astute Republican politician, with the convictions, the conscience, and the ambition of a Republican politician, can and will regard with serene satisfaction. It involves the absolute demonstration to the country that the Democratic Party is not equal to the leader the country has given it, and since, by the unwritten law of the United States, that leader cannot again redeem his party, the party will be left naked to the just contempt and distrust of the Nation. It has been intimated in our Washington dispatches that a compromise is the price exacted by the silver people for the repeal of the election law and the passage of a tariff bill. But either or both of these measures will be regarded by the people as a mess of pottage for which their birthright has been sold. Neither of them would check for one election the righteous doom the people would visit on the party capable of the sale.

The people demand and need the unconditional repeal of the Sherman law. The President has faithfully presented their demand to Congress. The House has promptly and fully responded. If now the Senate dares to try to defeat the will of the people for what the majority leaders think is party advantage, the party will have to pay the cost. Senator QUAY would be delighted to assist in the process. But the Democrats who shall aid him will have the rest of their lives in which to reflect in vain chagrin on the senseless and needless wreck of their party's hopes, and the shameless failure of the most promising movement for tariff reform that this generation has seen.

PROMOTIONS IN THE NAVY.

The Largest Number Made in a Bunch for Some Time.

WASHINGTON, Oct. 13.—It has been a long time since there were so many promotions in a lump as there are in the navy this week. There are nearly fifty officers nominated for promotion in the grade of Commander and the junior grades. Many of these officers have been waiting almost a year for their promotion, and it was only the other day, when the President decided that Commander M. L. Johnson of the Portsmouth (N. H.) Navy Yard was entitled to a promotion and not a retirement, that the matter was straightened out.

The three Commanders junior to Johnson who are promoted are well known in the navy. E. M. Shepard is an equipment officer at the New-York Navy Yard, R. D. Evans, popularly known as "Fighting Bob," is Secretary of the Lighthouse Board, and G. W. Coffin, whose year's leave will soon have expired, preceded Evans in the Treasury Department.

Of the Lieutenant Commanders who are promoted, J. F. Merry is in command of the schoolship Enterprise, J. C. Morong is in command of the new Puget Sound naval station, W. C. Gibson commands the supply steamer Fern, W. E. Morgan is on duty at the Pensacola Navy Yard, and Washburn Maynard, an ordnance expert, is on duty in the Navy Department.

Of the Lieutenants, Adolf Marix is in charge of the Hydrographic Office, New-York City, Duncan Kennedy is a torpedo expert at Newport, J. D. J. Kelley, a writer of boys' sea stories, has congenial duty on the Board on Ship Boats in New-York, J. F. Moser is on coast survey duty, R. P. Rodgers is Naval Attache of our legations at Paris and St. Petersburg, R. T. Jasper is on the Bennington, and Seaton Schroeder, the First Commander of the Vesuvius, is on leave.

The junior Lieutenants who are advanced are Lieuts. Albert W. Grant, Philip V. Lansdale, Horace W. Harrison, William S. Benson, William V. Bronaugh, Frank M. Bostwick, James H. Oliver, Nicholas J. L. T. Halpine, Harry M. Dombaugh, Alfred L. Hall, Percival J. Werlich, and Simon Cook. The ensigns who are promoted are William S. Sims, Miles C. Gorgas, Louis S. Van Duzer, Wilson W. Buchanan, Augustus N. Mayer, Frederick R. Brainard, William E. Safford, William J. Maxwell, Franklin Swift, John F. Luby, Lewis J. Clark, and Theodore G. Dewey.

SPAIN'S MARINE INFANTRY.

The Corps Reduced—To be Organized on a New Basis.

Spanish naval advices state the recent reorganization measure for the Spanish marine infantry, which has been signed by the Queen Regent, provides that in future the marine infantry of Spain shall have in its staff one Field Marshal, one Colonel, one Lieutenant Colonel, two Majors, and three Captains. Each of the three Marine Departments has a regiment allotted to it, consisting of two battalions of four companies, together with a recruiting depot and Reserve Cadre, and also two additional companies, one for the specal service of the dockyard, and the second for supplying orderlies.

The first regiment is to be known as the Cadiz Regiment, the second as the Ferrol Regiment, and the third as the Carthagena Regiment. The staff of each regiment will consist of one Colonel, two Lieutenant-Colonels, four Majors, five Captains, two Lieutenants, two Sub-Lieutenants, two Sergeants, Seven Corporals, two armorers, one Sergeant Bugler, and two Corporal Buglers. The companies, with the exception of the company of orderlies, will consist of one Captain, three Lieutenants, one Sub-Lieutenant, one First-class Sergeant, four Second-class Sergeants, five First-class Corporals, five Second-class Corporals, four Buglers, and 120 men. The staff of a recruiting depot will consist of one Colonel, one Lieutenant-Colonel, one Major, two Captains, two Sub-Lieutenants, two Sergeants, and two Corporals.

The recruiting cadre will be divided into four divisions, to each of which will be attached one Captain, two Lieutenants, and one Sergeant.

The orderly companies will consist of one Captain, three Lieutenants, three Sergeants, three Buglers, and eighty men. In the Philippine Islands the Marine Infantry will consist of two European companies, one of which will be for special service in the dockyard. Cuba and Puerto Rico will each have one company.

Under the new organization the corps will be reduced by 550 officers. An immediate saving is effected of 200,000 pesetas, but the eventual saving is estimated to reach 400,000 pesetas.

AT THE HOTELS.

—Mrs. U. S. Grant and Mrs. Sartoris are at the Fifth Avenue.

—Gen. Alexander R. Lawton of Georgia is at the Marlborough.

—Baron and Baroness de Zuylen de Nyevelt of Paris are at the Savoy.

—Count de Reventlow, Danish Minister at Washington, is at the Albemarle.

—Gov. Roswell P. Flower and wife and Henry Phipps, Jr., of Pittsburg are at the Windsor.

—Sir Thomas Hesketh of England and Congressman Francis G. Newlands of Nevada are at the Holland.

—Angelo Colombo of Rome, Italy; the Hon. Robert Pate of Glasgow, Scotland; R. M. McGaffy of Denver, and Charles M. Phelps of Holyoke, Mass., are at the Broadway Central.

Testimony for Worry S. Charles.

The examination of Worry S. Charles, formerly a Chinese interpreter in the Custom House, on a charge of extorting $75 from Chu Shea for sumggling in the latter's partner, Chu Fong, was continued in the Tombs Police Court. Mrs. Charles testified to a conversation she had with Dr. Tom, a Chinese physician, in which the doctor expressed his hatred and hostility to Charles, and said he would do all he could "to send him up." Mrs. Tillie Osborne of 581½ Lafayette Avenue, Brooklyn, corroborated her testimony. Charles and other witnesses testified about negotiations for a division of Charles's billiard room in Doyer Street, part of which Chu Shea and Chu Fong wanted. Charles wanted $30 a month rent, and asked for a deposit of $75, as there would be considerable expense in making the alterations. Finally Chu Shea sent for Charles and said he and Chu Fong had not yet decided to take the room. Charles then said he was behind two months in his rent, and had depended upon getting the $75 deposit to pay for it. He then asked Chu Shea to lend it to him. The money was given to him in marked bills, and then detectives appeared and arrested him. Decision in the case was reserved until Thursday.

Clay—Guion.

PLAINFIELD, N. J., Oct. 13.—Miss Anna D. Guion, daughter of Mr. and Mrs. Charles S. Guion of 21 La Grande Avenue, and George Strong Clay were married in Grace Church Wednesday afternoon. The Rev. E. M. Rodman officiated. Mr. Beal of New-York was the best man. There were no bridesmaids. The bride was attired in a neat traveling dress, trimmed with fur and fastened at the throat with a diamond pin, the gift of the bridegroom. An informal reception followed the ceremony at the home of the bride's parents. At 7 o'clock the bridal couple started on a tour through the West.

Jarman—Hammond.

MEMPHIS, Tenn., Oct. 13.—Dr. George W. Jarman of this city was married Thursday evening in Calvary Church to Miss Pattey Shelby Hammond, daughter of the Hon. E. S. Hammond, Judge of the United States court at Memphis. The bride is one of the most popular women in Memphis society, and the groom is a prominent young physician of the city, holding responsible positions in several of the hospitals here.

PERSONAL GOSSIP.

—A committee of Typographical Union No. 6 of this city, headed by President James J. Murphy, went to Philadelphia on Thursday and formally presented to Mr. George W. Childs the series of resolutions adopted by the union, expressive of their sympathy and condolence with the family of the late Anthony J. Drexel, upon the death of that gentleman. Mr. Childs said that their appreciative tribute would be most gratifying to Mr. Drexel's relatives, and suggested that it be placed in the great institute founded by Mr. Drexel, where it would serve as an object lesson to thousands of boys and girls of the value of high character and the esteem in which the doers of noble deeds are held by men of true worth.

—Mr. George W. Childs Drexel, the new publisher of The Philadelphia Public Ledger, is but twenty-five years of age. He is a son of the late A. J. Drexel, who was long Mr. Childs's associate in the ownership of the paper. He was born at Long Branch, July 4, 1868, and after finishing his schooling, made a trip around the world, at the age of nineteen, in the company of a tutor. On his return, he entered his father's banking house, and has been employed there until the present time. Mr. Childs says he has great mechanical genius, is very fond of horses, cares very little for society, and will devote himself almost exclusively to his new duties.

—The Rev. Dr. Reuen Thomas of Brookline, Mass., has recently come into possession of a straight-back, leather-upholstered chair that was in the study of the Rev. Richard Baxter when he wrote his famous book, "The Saints' Everlasting Rest." When Baxter died the chair was placed in the Broad Street Congregational Church in London, and it remained there until the church was torn down, nearly 200 years later. The pastor of the church, the Rev. William O'Neill, preserved the chair and bequeathed it to his son, and the latter has presented it to Dr. Thomas, who is his valued friend.

—A newspaper associate of the late Henry Grady in Atlanta says that before the New-England Society dinner speech in this city, which made him famous, Grady never allowed the publication of any of his speeches, and he made many good ones before that was uttered. He would always say, after one such: "Don't print what I said. Simply say I spoke." After the encomiums bestowed upon his New-England speech, he made no objection to their publication during the short time he lived.

—The Dartmouth Alumni Association of Boston is to have a monthly luncheon during the Winter. The first was given a few days ago, and was attended by seventy-six graduates of the college. President Isaac Paul of the association presided, and President Tucker of the college was present.

—Mr. John S. Clarke, the actor and manager, will sail from this port for England to-day. He promises to return in the Spring, but does not intimate that he will consent to reappear upon the American stage at that time.

—The Maryland Historical Society has obtained, in England, copies of the wills of all the Lords Baltimore, and will print them in a new volume of Calvert papers, soon to be issued.

SMALL TALK.

—Mrs. Sarah S. Fuller, a clerk, of Boston, while walking in Hyde Park, caught her foot in a root that had grown up in the centre of the path, and stumbled and fell. This happened two years ago, and a jury has awarded her $3,633 for injuries then sustained. Her physician testified that she had been unable to do any work since, and would be unable to do any for two years to come.

—The Railroad Gazette thinks that a good topic for the Superintendents' Society to discuss would be how to reduce unnecessary whistling. The Standard Code rule on the use of whistles, it says, is one of those which had to be made rather vague in order to secure its adoption. The substance of it is, Do not make outrageous noise unless you think the rules require it.

—The Connecticut State Building at the Chicago Fair grounds has been sold to a resident of that city for $3,000, and he expects to transfer it to another Chicago man who is a native of Connecticut, and who intends to keep it in private grounds and make of it a museum, with a collection of curios and souvenirs of his State.

—The spirit of Francis Bacon was summoned at a Spiritualistic seance in Washington a few nights ago and not only kindly responded but gratuitously informed the little company present that he did not write "Shakespeare," and that, as far as he knew, William Shakespeare did it himself.

—All the hotels in Cazenovia were closed against all comers a few days ago because their managers were refused licenses to sell liquors. They claim that they cannot make their houses pay expenses if they are deprived of the profits of the bars.

—A Boston man who has acquired and kept riches says that one of his rules of life has been never to lend any money on personal promises to pay that he was not willing to give away and able to lose.

POLITICAL NOTES.

—Speaking of the rival candidates for Governor of Massachusetts, The Springfield Republican (Ind.) says that the public life of Mr. Greenhalge, the Republican nominee, has not demonstrated that sober, discreet judgment, and the possession of such breadth, depth, and adaptability of sound sense as have characterized the best Executives of the Bay State, and that John E. Russell, the Democratic candidate, is at least his equal in brilliant and pleasing personal qualities, while in force and power and breadth he is the larger man.

—The Owensborough (Ky.) Inquirer (Dem.) says there is no doubt whatever in Kentucky that Kentucky, from the Purchase to the Big Sandy, is overwhelmingly in favor of the prompt and unconditional repeal of the Sherman bill, and that had Senator Blackburn seen fit to declare himself in favor of repeal he would have acted in accordance with his constituents' wishes.

—The Omaha (Neb.) Bee, a Republican journal, opposes Judge T. O. C. Harrison, the Republican nominee for a place on the Supreme bench of the State, because, as it says, he holds his title from a convention dominated by railroad magnates and State-House plunderers.

—The Louisville Courier Journal (Dem.) has no patience with the talk about Senatorial courtesy and the trials of endurance, and says that the majority in the Senate for repeal could pass their bill in a day if they would assert their rights and do their duty.

NUGGETS.

—Aunt—Do you find your English lessons hard?"

Little Nephew—Some of them is; but spellin' and pronunciation is easy.

"They are?"

"Yes'm. All you has to do is to pronounce words the way they isn't spelled, and spell 'em some way they isn't pronounced."—Good News.

—"How do you like living in the country, Becks?"

"Fine."

"Do you get much variety on your table?"

"Indeed we do. Why, we've had a new cook every week since we went there."—Harper's Bazar.

—Theodora was told that Columbus had discovered America on the 12th of October, when she thoughtfully remarked: "If he had known that the next day was my birthday, perhaps he would have waited."—Youth's Companion.

—Mrs. Wickwire—The idea. Here is a story in a paper about a woman suing for $10,000 for the loss of only a thumb.

Mr. Wickwire—Perhaps it was the thumb she kept her husband under.—Indianapolis Journal.

—Son—What is a deceiver?

Father (who is a little deaf)—A man, my boy, who is appointed by the courts to hold out promises to the creditors.—Hardware.

SILVER MEN STILL TALKING

STEWART THE INTERMINABLE HAS THE FLOOR.

Repeal Apparently as Far Off as It Was Before the "Test of Physical Endurance"—Mr. Vest Gives Notice of an Amendment Providing for Continuing Coinage up to the Limit of $800,000,000—Democratic Compromise Measure Rumored—A Caucus Likely to be Held.

WASHINGTON, Oct. 13.—It might have been expected that after a continuous session of thirty-nine hours, closing at 2 o'clock this morning, and after the partial failure of the test of physical endurance on the Silver-Purchase Repeal bill, that measure would have been allowed to go over till next Monday, and that the Senate would have adjourned till then.

That course, however, was not taken. The Senate met at the usual hour to-day, took up the bill promptly, and submitted, wearied but patient, to the second installment of Mr. Stewart's speech.

Not only did it do so, but it was a remarkable fact that there were several more Senators present to-day than there had been for some weeks past. The first roll call showed the presence of fifty-four Senators. To the second fifty-one answered, and to the third fifty-two. The fifth call showed the presence of fifty-seven.

An indication of the continuance of the struggle of silver was furnished by the entrance of Mr. Stewart (Rep., Nev.,) with a large bundle of books and papers under his arm.

He moved down from his own desk and took one of the front seats on the Democratic side of the chamber, evidently prepared to continue his speech of last night.

Mr. Voorhees was in his seat, calm but alert.

A communication from the Secretary of the Treasury was presented in response to Mr. Allen's resolution inquiring as to moneys borrowed by the Government since March, 1885. The answer was that no money has been borrowed.

In presenting a petition from North Carolina for the repeal of the Sherman act, Mr. Vance said that it was respectable, but a little belated. As it was the only one of the kind presented from his State, he called especial attention to it.

Mr. Vest (Dem., Mo.,) gave notice of an amendment which he would offer as a substitute for the silver-purchase repeal bill. It consists of seven sections, the first of them being a repeal of the purchase clause of the Sherman act. It authorizes the issue of coin certificates for the uncoined bullion consisting of seigniorage on the silver heretofore purchased.

It provides for the coinage of silver that may be deposited by its owners, and that the product of the United States mints shall be at the rate of $3,000,000 a month up to the limit of $800,000,000. It is hoped that this coinage is to be fairly proportioned among the silver-producing States and Territories. Holders of standard silver dollars may have them exchanged into certificates. Authority is to be given to the Secretary of the Treasury to refuse payment of the gold, "on any obligations of the United States," when he is satisfied that the gold is applied for with a view to exportation. A joint committee of the two houses is to examine into the financial and monetary condition of the Government and people of the United States. The 10 per cent. tax on State banks is to be repealed.

Mr. Allen (Pop., Neb.,) gave notice of an amendment for the free coinage of silver.

Mr. Dolph (Rep., Oregon,) offered a resolution as to a change of rules in reference to compelling the attendance of absent Senators, and it went over till to-morrow.

In connection with it he claimed that he had been misrepresented and misunderstood in the press dispatches, giving his remarks the other night, when he said he would stay in the Senate as long as a quorum could be obtained, and when it could not be obtained he would go home. He had staid for thirty hours, he said, but had not remained in the chamber all last night because it was physically impossible for him to do so. But he was now ready to stay as long as he was physically able.

Mr. Voorhees made the usual motion that the Senate take up the Silver-Purchase Repeal bill at 11:30 o'clock. The bill was taken up, and Mr. Stewart (Rep., Nev.,) resumed his speech, after a few preliminary remarks, at the point where he had left off at 1 A. M.

And so the debate was renewed just as if nothing had occurred to break in upon it or to change the condition of the bill.

Taking the Chicago platform as his text, Mr. Stewart commented upon it, phrase by phrase. He did the same with President Cleveland's letter of acceptance. And then he appealed to Mr. Voorhees to incorporate in legislation the principles of the Democratic platform as indorsed by the President. He had no doubt that Mr. Voorhees would not put the people in suspense by striking down silver. Mr. Voorhees, he said, had in speeches during former sessions expressed so well the sentiments of the Senators from the silver States that they all indorsed him in those sentiments and would stand by them to the end. He had often inspired him as a sort of fountainhead on the subject of silver money. The true principles had gushed out of him without apparent effort.

Mr. Stewart then went on to quote from some of Mr. Voorhees's speeches and to eulogize the views expressed in them.

Mr. Carey (Rep., Wyoming,) asked whether Mr. Stewart desired to be understood as saying that he would accept no compromise except one that would provide for the free and unlimited coinage of silver.

"Does the Senator wish to catechise me?" demanded Mr. Stewart.

"I simply want to understand you."

"I do not propose to vote for any bill that limits the life of silver. A quick death is preferable to a lingering existence."

The era of "quorum compelling" was opened for the day by Mr. Pettigrew, (Rep., S. D.,) who interrupted Mr. Stewart at 12:20 with a suggestion of no quorum. Mr. Stewart appeared to be rather annoyed at being cut off in what he probably considered one of his good points, but had to submit. The call showed that there were fifty-four Senators present, eleven more than a quorum and more than were present at any time yesterday, and Mr. Stewart started again. He continued talking through the afternoon.

COMPROMISE PROPOSITIONS.

A Party Measure May Be Brought Forward in a Few Days.

WASHINGTON, Oct. 13.—There have been numerous conferences to-day bearing upon two subjects—the length of the daily sessions and the probable compromise. In the discussion of the first matter the Republicans have been consulted; in the other they have been ignored.

There are four different lines on which compromise has been suggested, emanating from Senators Vest, Pugh, Harris, and Jones of Arkansas. The amendments offered by Senators Vest and Harris appear to be most favored.

While it is understood that there shall be a caucus to consider these propositions, the date for that caucus has not been fixed.

The silver men say that they know they can never get unlimited free coinage, and are willing to take a mean between that and the unconditional repeal of the Sherman act, a position they maintain they have held since the fight began.

If the compromise agreed upon by the factions of the Democrats shall be reasonable, even if they cannot support it, the silver men from the Republican States say they will not filibuster against it, but that after they have placed themselves on record they will permit it to come to a vote.

The Republicans have been eliminated from this compromise scheme. They are not consulted and will have nothing to do with it.

Republican leaders stated to-day that they could hardly conceive of a compromise satisfactory to Democrats that could meet with the approval of Republicans.

For this reason it is likely they will content themselves with voting against it, thus maintaining a consistent record for the unconditional repeal of the law.

The Democrats have a majority of the Senate, and even if the Republicans and Populists should vote solidly against their measure, if the Democratic caucus should indorse the compromise bill, it would be put through as a party measure.

Republicans are merely waiting for developments, and Democrats are endeavoring to clear the way for the settlement of the question.

The indications are that this will be accomplished early next week.

When baby was sick we gave her Castoria.
When she was a Child she cried for Castoria.
When she became Miss she clung to Castoria.
When she had children she gave them Castoria.
—*Advertisement.*

PHILADELPHIA DEMANDS REPEAL.

Delegation of Her Business Men Wait upon the Pennsylvania Senators.

WASHINGTON, Oct. 13.—A delegation of about seventy-five prominent business men and manufacturers came over from Philadelphia this morning in a special car to urge the two Senators representing their State to unite their efforts in securing the immediate and unconditional repeal of the Sherman act. They were received by Senators Quay and Cameron in the room of the Committee on Patents, and some significant things were said by the Senators.

Many short and pithy speeches, all in favor of repeal and full of reasons therefor, were made by William R. Tucker, C. S. Patterson, George W. Burnham, Theodore Justice, F. B. Reeves, W. W. Foulkrod, J. J. Altemus, William Wood, Mr. Earnshaw, Joshua Bailey, and Mr. Harding, the gentlemen representing the diversified interests of Philadelphia.

In reply, Senator Cameron assured the delegation that he was glad it had come, and he believed the expression of views it had given were earnest and truthful. He agreed with the members of the delegation, he said, absolutely in the desirability of the repeal of the Sherman law, and had never had any other feeling in regard to that subject. It was a makeshift and cowardly to begin with. He believed the result of the action of the Senate would be beneficial to the country.

The Senate, he said, was on the eve of a settlement of the question, but, for himself, he had been ready to vote at any time. He should vote against repeal unless there was something to take its place. He believed in the use of both metals, and did not believe in the use of paper money. It was better, he thought, to suffer a little, if need be, until the country could get on a true bimetallic basis. Mr. Cameron denied, as had been charged by some papers, that he was interested in either a gold or a silver mine. So far as his reasons for voting as he had suggested were concerned, the Senator said he did not care to discuss them.

Mr. Quay said it was not necessary for him to talk. His position was understood. He would vote against the free coinage of silver. He was opposed to the Sherman act when it was passed and would now vote for its unconditional repeal, but not for its conditional repeal.

Referring to the action of the Senate last night, Mr. Quay said that when the body adjourned at 2 o'clock this morning he regarded the unconditional repeal of the Sherman act as doomed. The Repeal bill could never be passed, he said, not because the majority was not for it, but because, as the acting presiding officer had said to him last night, of the utter impotence of the Senate to carry out its will. Conditional repeal would be passed, Mr. Quay said, within the next three to ten days, probably within three days.

Heretofore, he said, the contest had been between Cleveland and a faction of the Democratic Party and Republicans on the one hand and a combination of the cotton and silver States on the other.

"Henceforth," added Mr. Quay significantly, "the bill will pass entirely into the management of the Democratic Party. They are now formulating the bill to present to their caucus upon which all factions of that party can unite, and it will be passed, if passed at all, by a party vote. The terms of the bill I do not know, but it will, I think, provide for the coinage of silver, and will be a Democratic measure."

The delegation, after an informal chat with the Senators, withdrew and in the afternoon returned to Philadelphia.

THANKS TO SENATOR SMITH.

New-York Bankers Pleased with His Speech for Repeal.

John McAnerney, President of the Seventh National Bank, has sent a letter to James Smith, Jr., United States Senator from New-Jersey, congratulating him upon the excellent speech which he delivered on Wednesday. The letter is as follows:

The Hon. James Smith, Jr., United States Senate Chamber:

MY DEAR SENATOR: Permit me to congratulate and thank you for your able and patriotic speech of yesterday. It contained the solid arguments which the suffering public appreciates.

Notwithstanding the windy tirades of demagoguos about Eastern "gold bugs," I still feel that the Presidency of a bank in New-York is not inferior to the position of a United States Senator who uses "Senatorial courtesy" to thwart the will of the majority.

Your magnificent presentation of the right of the majority to rule under our form of Government is the keynote of the situation.

I had a regiment under Gen. Lee during the late war—my sympathies have naturally been with the South—but the present spectacle in the Senate has convinced me that something must be done to enforce the rights of the majority to have a vote after proper time for discussion on any question, be it Force bill or any other measure. This sentiment is growing rapidly.

When I see the liberality and ability of the merchants of New-York strained to the utmost limit in taking up protested paper of their correspondents South and West I am naturally disgusted at the obstructive action of Senators from these sections.

Certain Southern Senators may affect contempt for the Administration, but Cleveland is stronger with the people of the United States to-day than at any time in his remarkable career.

President Cleveland led the people of the South out of the labyrinth of prejudice against them that existed even in the minds of most Northern Democrats. The "flag incident" alone was enough to demonstrate the breadth of Cleveland's Democracy—he knows no North or South. With Cleveland came equality for the South.

Tilden and many other Democratic leaders would still have told Southern Democracy that their time had not yet come.

Please send me a copy of your speech when printed.

I am glad to see my old comrade, Senator Gordon, strong for repeal. Respectfully,

JOHN M'ANERNEY.

NEW-YORK, Oct. 12.

Jewelers Petition Senator Hill.

The Jewelers' Review has forwarded to Senator David B. Hill a petition urging "the immediate repeal of the silver-purchasing clause of the Sherman law." The petition is signed by 1,000 diamond dealers and jewelry and silverware manufacturers of the East, representing an invested capital of $100,000,000. The petition declares that 35,000 workmen in the trade are now idle.

Mayor Wanser's Action Sustained.

JERSEY CITY, N. J., Oct. 13.—When Mayor Wanser took charge of the office two years ago he refused to sign warrants for the pay of laborers on streets who had been appointed by the committee, the law requiring that they shall be appointed by resolution of the board. Fifteen thousand dollars due the men has been tied up ever since. Suits were brought and Mayor Wanser's position was sustained. He notified the Street and Water Board to-day that if it would pass the warrants again he would sign them, as the men had done the work and were entitled to their pay, notwithstanding the illegal manner of their appointment. The men as a rule have suffered no inconvenience by the delay, as they sold their warrants to brokers before the dispute arose.

Linden Park Races by Pennsylvania Railroad.

On account of races at Linden Park, commencing Oct. 16 and continuing until Oct. 26, inclusive, except Sunday, the Pennsylvania Railroad will run excursion trains to Linden every race day, leaving New-York at 12:40, 1:00, and 1:20 P. M. Excursion tickets will be sold from New-York and Jersey City, not including admission to the races, for 50 cents for the round trip. Excursions for the round trip for gentlemen, including admission to the races, $1.50; for ladies, $1.—*Adv.*

Charged with Forging an Injunction.

HUNTSVILLE, Ala., Oct. 13.—Judge M. E. Mathers, a practising attorney of Decatur, Ala., is in jail here on a charge of forging an injunction, alleged by him to have been issued by United States Circuit Judge Bruce during the recent strike in the Louisville and Nashville shops at Decatur. He is held in default of $25,000 bond to appear before the United States District Court.

Manhattan Day $15.00 Excursions Via West Shore Railroad.

Through cars to Chicago in charge of attendant via West Shore Railroad 10:00 A. M. Wednesday and Thursday, Oct. 18 and 19. Tickets good to return to New-York until the morning of Oct. 26. Excursion tickets valid for ten days at $17 will be good on train running Thursday, Oct. 19. Last $17 excursion Monday, Oct. 23.—*Adv.*

DEBATE ON CHINESE EXCLUSION.

Mr. Rayner Speaks Vigorously in Defense of the Administration.

WASHINGTON, Oct. 13.—In the house the McCreary bill to amend and modify the Geary Chinese Registration and Exclusion act having been taken up, Mr. Rayner (Dem., Md.,) made an interesting speech. Before going into the discussion the House decided by unanimous consent to extend the time therefor until 3 o'clock Monday afternoon, at which hour the vote will be taken on the bill and pending amendments.

Mr. Rayner said the passage of this bill was an act of self-evident justice, one that should commend itself to every member of the House. The Geary law, he said, did not come within or under any of the treaties made by the United States with China, but was in violation of the provisions of all of them.

Another proposition which Mr. Rayner advanced was that every single Chinese person with respect of whom the Geary law proposed to legislate was legally domiciled within the United States, in accordance with the terms of the laws and treaties by which they were invited to come to this country.

"If we are going to exercise natural justice in this country," he said, "if we are going to maintain human rights, we must pass this bill."

Mr. Rayner's energetic and emphatic manner attracted more attention to him than any previous speaker on the question had secured, with the result that he was almost constantly interrupted by questions.

Mr. Ray (Rep., N. Y.,) asked him if the Administration had done anything to enforce the law.

"No," answered Mr. Rayner, "and rightfully so."

"How rightfully?" demanded Mr. Ray.

"Because," was the answer, "from the fact that there was not sufficient funds at its disposal for the enforcement of the law. At the earlier stage of the matter the law was before the Supreme Court of the United States for consideration, and later, after it had been pronounced constitutional, there was a likelihood that it would be amended by Congress."

In further discussion of this point, Mr. Rayner said: "I am very particular in criticising the judgment of any court, but I must say that, taking Justice Gray's declaration to the majority of the court in the light of the dissenting opinions of Chief Justice Fuller and Justices Field and Brewer, it is the most incomprehensible judgment ever rendered in this country."

In the course of the questioning to which he was subjected, Mr. Rayner confessed that he had signed the report in favor of the Geary law and had voted to pass it. He explained that he had been led to do this by his faith in Mr. Geary as to the necessity of the law and its provisions—a confidence that had been sadly shaken—and with the expression to him at the time that the law was unconstitutional.

"Wasn't an election pending?" asked Mr. Cannon, (Rep., Ill.)

"Oh, now," responded Mr. Rayner, "my friend may drag in such a matter if he wants to. But I say to him that if I had known the contents of the bill and the election of a Democratic President depended on my vote in favor of it, a Republican President would to-day be in the White House."

An interruption coming from a Democratic Representative, criticising the President for his failure to enforce the law, Mr. Rayner passionately rejoined:

"The President has done his duty in accordance with the dictates of his own conscience. He is no weak, uncertain thing, yielding to every wind of public opinion. He does not believe in bartering away any of the principles upon which he was swept into office by an overwhelming verdict. But if these attacks upon him do not cease, I greatly fear that there won't be enough left of us to fight the enemy when the time comes."

"It does look that way," said Mr. Burrows (Rep., Mich.)

Mr. Rayner had intended to devote a portion of his speech to a criticism of the Senate for its failure to do anything not acceptable to the minority, and began by alluding to it as the "Seat of Anarchy." He was immediately called to order by Mr. Williams, (Dem., Miss.,) and abandoned that portion of his speech. He closed with a fervid appeal to the House to pass the bill, and not commit a great national crime, as gross and wicked as the treatment accorded by Russia to the unfortunate Jews in her dominion, and against which our own Government had protested.

Gen. Sickels of New-York followed Mr. Rayner, speaking for the bill. He offered an amendment providing that nothing in the bill should be construed to be in contravention of existing treaties.

The debate continued throughout the day.

In the morning hour a bill was passed increasing from 75 to 100 the number of army officers who may be detailed for military instruction at educational institutions.

Representative Campbell endeavored to have a bill authorizing the Secretary of War to commute the pay and allowances due Gen. Fitz John Porter referred to the Committee on Military Affairs, but objection was made, and it went the usual way.

ARMY AND NAVY.

Army News.

—First Lieut. Sidney E. Stewart, Ordnance Department, will proceed from South Bethlehem, Penn., to the Reading Iron Works on business pertaining to the inspection of the eight-inch Haskell gun.

—First Lieut. Granger Adams, Fifth Artillery, is detailed Professor of Military Science at St. John's College, Fordham, New-York City.

—Second Lieut. Edmund L. Butts, Twenty-first Infantry, will report at Columbus Barracks for duty.

—Second Lieut. M. G. Kemp is detailed at Vincennes University, Indiana.

Navy News.

—Chief Engineer F. G. McKean, who was recently ordered to the Philadelphia upon the arrival of the Boston at Mare Island, has applied to the Secretary to be retired. He assigns as his reason that he is not in condition to perform his duties in the hot climate of Hawaii, and asks that a medical board be appointed to examine into his condition.

—Ordered for Promotion.—Paymaster A. D. Bache, Passed Assistant Paymasters W. W. Galt and Ambrose K. Mickler, and Assistant Paymasters J. M. Phillips and John Q. Lovell have been ordered to examination for promotion.

—A board, consisting of Capt. Selfridge and Civil Engineers Menocal and McCallum, has been appointed to examine the location of the new dry dock at Algiers, La.

—Ensign E. A. Anderson has been detached from the Albatross and granted three months' leave.

Excursions to Columbian Exposition.

Next popular Pennsylvania Railroad ten-day $18 coach excursions Oct. 17, including Manhattan Day. Special Manhattan Day coach excursions Oct. 18 and 19 at $15 for round trip. Tickets good to return Oct. 23 and 24. Tourist agent on train. Special coaches for ladies and families. Alleghany Mountains by daylight. Only one night on train. Leave New-York 9 A. M., arrive Chicago following day 2 P. M.

Last $18 coach excursion Oct. 21.—*Adv.*

Chicago Man Fatally Hurt.

BIRMINGHAM, England, Oct. 13.—T. B. Mapp of Chicago, who came to this city on a visit recently, was found unconscious in the street on Tuesday and was taken to a hospital in a dying condition. His skull was found to be fractured, and the operation of trephining was performed, but without avail. It was supposed at first that the man had been murdered and robbed, but inquiry revealed that he fell out of a cab while intoxicated.

Change in Schedule, Long Branch Trains.

Pennsylvania Railroad announces change in time of trains, New-York and Long Branch Railroad, to take effect Sunday, Oct. 15. Train No. 565, now leaving New-York 1:20 P. M. Saturdays only, will be withdrawn commencing Saturday, Oct 14. See time tables.—*Adv.*

Father Murphy Commanded to Vacate.

PATERSON, N. J., Oct. 13.—The Rev. Father Henry B. Murphy, the dismissed curate of St. Joseph's Catholic Church who refused to leave the house adjoining the church, has received a letter from Bishop Wigger, commanding him, in strong language, to vacate the premises. The Bishop further informed the removed priest that he would never give him faculties or permission to say mass again in the parish.

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Steamship Russia Released.

QUARANTINE, S. I., Oct. 13.—Health Officer Jenkins issued the following bulletin to-night:

The steamer Russia, after having been thoroughly disinfected, was permitted to proceed to her dock to-day. Her steerage passengers, undergoing detention on Hoffman Island, were all well on inspection.

One or Two Will Cure Your Cold.
Russian and Turkish Baths, 18 Lafayette Place, near 4th St. Best equipped baths in America.
A COURSE WILL CURE RHEUMATISM.
Russian and Turkish Baths, 18 Lafayette Place, one block east of Broadway. Finest in the country.—*Adv.*

E. A. DURANT, JR., FOR SENATOR.

The Republican State Candidates Nominated in Albany County.

ALBANY, Oct. 13.—There was no hitch at the Albany County Republican Convention to-day, and the slate went through. United States Commissioner Charles W. Mead presided. Assemblyman Myer Nussbaum nominated for Senator in the Nineteenth District Edward A. Durant, Jr., a grain commission merchant of Albany. This was seconded by Capt. John Palmer, the Republican nominee for Secretary of State.

The nomination of Mr. Durant was made by acclamation, as were also those of ex-Assemblyman William B. Leroy of Cohoes for County Treasurer; John Ryall of New-Scotland for Justice of the Sessions; George L. Stedman, Eugene Burlingame, Robert G. Scherer, Miles Norton of Albany, and Lorenzo D. Collins of West Troy, as delegates to the Constitutional Convention.

The only contest was over Coroners, and this was not a serious one. The result was the choice of Lansing Platt of Albany and James Forsyth, Jr., of West Troy.

A resolution was adopted appointing a committee to prepare a new constitution and by-laws for a new Republican General Committee for the county, legislating out of existence the present General Committee.

The convention called by the Democratic State machine in the Fourth Assembly District of Albany County met to-day and adjourned until to-morrow. It is understood that the convention called by the regular county organization for to-morrow will nominate Curtis N. Douglas of this city for the Assembly, and that the machine convention will indorse the nomination.

Herkimer Democrats Disagree.

HERKIMER, N. Y., Oct. 13.—A bitter fight is in progress here between the Administration and State machine factions of the Democracy. The split occurred at the session of the County Committee last week. Each faction elected a Chairman and Executive Committee, and two County Conventions were called.

The Ezra Beckwith, or Administration, Convention was held to-day, and a complete county ticket was nominated.

The State machine men, who are led by ex-State Committeeman Clinton Beckwith, will hold their convention to-morrow, and they will nominate an entirely different ticket.

The latter organization has been recognized by the Democratic State Committee, although the Administration men claim that they have a majority of the County Committee and that their organization is legal and right. When the other ticket is nominated to-morrow the question will be raised, Which is the regular? and each faction will apply to the courts for an injunction to compel the County Clerk to print their ticket.

The faction which held its convention to-day represents a large majority of the Democrats of the county, and if its candidates are beaten by the courts will run the ticket as independent Democrats.

The ticket nominated to-day was: Member of Assembly—George H. Wilcox, Ilion; County Treasurer—H. A. Tozer, Little Falls. Mrs. L. P. Davies, the Prohibition candidate for School Commissioner, was indorsed by the convention.

Steuben County Nominations.

CORNING, N. Y., Oct. 13.—The Steuben County Democratic Convention was held here to-day. J. O. Sebring of Hammondsport presided. Seymour H. Lang of Hornellsville and Thomas Flynn of Plattsburg were made Secretaries.

James H. Stevens of Hornellsville, a leading member of the Steuben bar, was nominated by acclamation for County Judge; for Coroners, Drs. A. W. Pratt of Wayland and W. P. Baron of Addison. Frank H. Hunt of Urbang was nominated for Justice of the Sessions.

A contest arose as to which of the Executive Committees in the Second Assembly District was regular. Charles A. Dolson championed the Hill committee and Sanford A. Gardner spoke for the anti-machine committee. The convention, by a vote of 44 to 12, decided in favor of the Hill men.

Smith Lent Nominated for Assembly.

SING SING, N. Y., Oct. 13.—The Republicans of the Third Assembly District of Westchester County held a convention to-day at Pine's Bridge and nominated Smith Lent of Sing Sing for member of the Assembly. Mr. Lent is a lawyer. Timothy C. Adams of Bedford Station was nominated for School Commissioner.

Biographical Society's Anniversary.

The New-York Geneological and Biographical Society met at the Berkeley Lyceum last night to discuss plans for the celebration of its coming twenty-fifth anniversary. It was decided to have a banquet, with addresses, and to print a memorial volume commemorative of the occasion. Among those present were Theophylact B. Bleecker, Dr. Ellsworth Eliot, Gen. George S. Greene, Richard H. Greene, Charles L. Lamberton, Howland Pell, John V. L. Pruyn, Josiah C. Pumpelly, Dr. Samuel S. Purple, and A. V. W. Van Veenten.

Letts Is Finally Convicted.

JERSEY CITY, N. J., Oct. 13.—Alexander S. Letts, charged with embezzling $23,000 while employed as assistant cashier in the Pennsylvania Railroad freight office in this city, was convicted this afternoon. Judge Hudspeth immediately sentenced Letts to three years in State Prison, the extreme penalty, and to pay a fine of $500 and costs. Letts had previously been tried twice, the jury disagreeing each time.

THE NEW-YORK Academy of Medicine has honored with its approval BUGEAUD'S WINE, both as tonic and febrifuge. At leading druggists.—*Advertisement.*

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MARRIED.

CRANS—STEPHENS.—On Thursday, Oct. 12, 1893, at the residence of the bride's father, by the Rev. Charles S. Harrower, D. D., MARY ADELAIDE, daughter of James Stephens, to BURLEIGH L. CRANS.

HADDEN—REMER.—On Thursday, Oct. 12, at Holy Trinity Church, Harlem, by Rev. C. D'W. Bridgman, D. D., ELIZABETH EDITH, daughter of John A. Remer, to T. IRVING HADDEN, all of this city.

OPDYCKE—BELL.—At Grace Church Chantry, on Thursday, Oct. 12, by the Rev. Wm. R. Huntington, D. D., EDITH, daughter of Edward R. Bell, Esq., to LEONARD ECKSTEIN OPDYCKE, only son of the late Gen. Emerson Opdycke.

PIERCE—KINGMAN.—On Thursday evening, Oct. 12, 1893, SOPHRONIA KINGMAN to HARRY FAYETTE PIERCE, at residence of bride, 429 Grand Av., Brooklyn, Dr. Rhodes officiating.

TOPPING—OSBORNE.—On Thursday, Oct. 12, 1893, at the First Presbyterian Church, by the Rev. Charles Cuthbert Hall, D. D., LILLIAN, daughter of Hon. William J. Osborne, to JOSEPH PATTINSON TOPPING, all of Brooklyn.

DIED.

Beck, Charles B.	Gill, William J.
Burow, Martha.	McKibbin, George.
Chandler, Mrs. Mary.	Nathans, Mrs. L. J.
Fuller, Elizabeth C. O.	Stewart, Ella Jenkins.

BECK.—On Oct. 11, at Richfield Springs, N. Y., of pneumonia, CHARLES BATHGATE BECK of Boston Av., West Farms, New-York City.

Funeral services at Presbyterian Church, West Farms, Sunday, at 2:30 P. M. Carriages will meet 1:50 train, Harlem R. R., from Grand Central Depot, at Tremont station.

BUROW.—At Montclair, N. J., on Thursday, Oct. 12, MARTHA, beloved daughter of Julius and Isabella Burow, late of Brooklyn, at the age of 25 years.

Funeral services at 4:15 P. M. on Saturday, Oct. 14, at 43 Christopher St., Montclair. Train leaves Chambers St. at 3:15.

CHANDLER.—On Thursday, Oct. 12, 1893, MARY, widow of James S. Chandler, in the 87th year of her age.

Funeral on Sunday, Oct. 15, at 4 P. M., at the residence of her daughter, Mrs. Sarah S. Conklin, 79 Willoughby Av., Brooklyn. Interment at Mexico, N. Y.

FULLER.—On Friday, Oct. 13, 1893, at her residence, at Great Neck, Long Island, of paralysis, in the 64th year of her age, ELIZABETH C. OAKES, widow of W. J. A. Fuller of the City of New-York.

Funeral private.

GILL.—At his residence, 24 Brevoort Place, Brooklyn, on Friday evening, Oct. 13, WILLIAM J., only son of William P. and Isabella Gill.

Notice of funeral hereafter.

McKIBBIN.—Suddenly, of pneumonia, at his late residence, No. 46 West 51st St., GEORGE McKIBBIN, in the 83d year of his age.

Notice of funeral hereafter.

NATHANS.—On Thursday morning, Oct. 12, 1893, LUCY J., widow of John J. Nathans.

Relatives and friends are invited to attend the funeral services at her late residence, 137 East 34th St., on Saturday evening, the 14th inst., at 8 o'clock. Interment at Laurel Hill Cemetery, Philadelphia.

STEWART.—On Oct. 12, at Great Neck, L. I., in her 16th year, ELLA JENKINS, eldest daughter of Thomas and Lizzie M. Stewart.

Funeral from All Saints' Church, Great Neck, on Monday, Oct. 16, at 3:15 P. M. Carriages will be waiting on arrival of train leaving Long Island City at 2 P. M.

KENSICO CEMETERY, HARLEM RAILROAD.—48 minutes from Grand Central Depot; new private station at entrance. Office 16 East 42d St. Telephone call 556,38.

EDUCATORS IN CONVENTION.

Eminent New-England Teachers Meet in Dwight Hall at Yale.

NEW-HAVEN, Conn., Oct. 13.—More than a hundred college Presidents and leading instructors of New-England arrived here to-day to participate in the eighth annual convention of New-England colleges and preparatory schools which began in Dwight Hall at Yale this afternoon.

Among the best-known members of the association present are the Rev. Benjamin Andrews, President of Brown University; President Eliot of Harvard, President Dwight of Yale, President G. Stanley Hall of Clark University, President L. Clark Seelye of Smith College, President Schuman of Cornell, President Warren of Boston University; Nicholas Murray Butler of Columbia, Principals Abercrombie of Worcester Academy, Bancroft of Phillips Andover Academy, Fish of Exeter Academy, Coy of Yale Preparatory School at Lakeville, Fox of Hopkins Grammar School, New-Haven; Keep of Norwich, Gallagher of Williston Academy, the Rev. Walter Scott, Suffield Literary Institute; Bartlett of Black Hall School, and Profs. Brewer, Goodell, Newton, Wright, Phillips, and Seymour of Yale, Wendell of Harvard, Van Vleck of Wesleyan, and Miss Lord of Wellesley.

John Tellow, head master of the Girls' High and Latin School, Boston, presided. A paper on "What Shall We Teach in Latin in Preparatory Schools?" was read by Prof. William C. Collar, head master of the Roxbury (Mass.) Latin School. The discussion following was opened by Prof. Tracy Peck of Yale.

Charged with Swindling the Claflins.

PASSAIC, N. J., Oct. 13.—Louis Werksman, a dry goods merchant, was arrested at the instance of the H. B. Claflin Company, New-York, this afternoon on a charge of fraud. The company alleges that he bought $1,000 worth of goods on credit recently, and produced references to show that he was worth six times that amount. Wednesday he gave a bill of sale for $1,000 on his stock at 124 Second Avenue to Frank Kaplin, and the Claflins immediately took steps to prosecute him.

NOTICE TO THE PUBLIC.

This morning The New-York Daily Times consists of TEN PAGES. Every newsdealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

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NEW-YORK,
Friday, Oct. 13—P. M.

The temporary success of the silver men in the Senate, indicated by the adjournment of that body at an early hour this morning without a vote being reached, was a cold douche to all financial interests. The influence of the set-back was shown promptly at the opening of the stock market by the universal pressure to sell, and prices declined sharply. The foreign exchange market also reflected the adverse condition, rates becoming very firm, although later in the day bills were made at a slight recession from the highest figures. Time money, which had become appreciably easier in recent days, stiffened at once, and no business was done at less than 6 per cent. and brokers' commission. The offerings at the advanced rate were small.

The Union Pacific receivership, which was announced in the last hour of business, had been anticipated so long that it had little influence on the stock of the company, which was already selling on a bankruptcy basis. But the fact of the receivership added to the prevailing gloom and caused additional weakness in the general list. The close was, in the majority of instances, at the lowest prices of the day.

Interest in the affairs of the Reading Company was revived by the announcement that the collateral of the Speyer loan would be sold by auction on Wednesday next in this city. The collateral to be sold comprises $5,040,000 Reading collateral trust 5s and $1,000,000 third preference income bonds, the loan secured amounting to $2,500,000. The loan fell due Oct. 1, and previous to that date the receivers asked that it be extended, but offered no inducement to the bankers to do so. Messrs. Speyer & Co. expressed their willingness to extend the loan, but asked that they be given either additional collateral or a small amount in cash, basing their request on the changed conditions resulting from the maturing of the default on the company's general mortgage bonds. This letter of the bankers' was received with apparently the utmost indifference, and with it the correspondence ended. Notwithstanding all that has been published about efforts to adjust the loan, the receivers did not ask for an interview with the bankers, and none was held. So great has been their apathy that the suspicion has arisen that the receivers either want the collateral sacrificed, so as to further cripple the company and thus aid the scheme to place it in the power of its rivals, or that the receivers have some plan for its protection, the nature of which they are withholding from the public for speculative purposes of their own. On the announcement of the sale Mr. Isaac L. Rice wrote to the receivers informing them that they would be held personally responsible for any loss to the company that may result from the sale.

The volume of business was much larger than for some time, and all the active stocks showed losses extending from 1¼ in Atchison to 4 points in Whisky. Sugar was the most active stock, and it closed 3⅛ lower. Whisky was second, and then, in the order of activity, came Chicago Gas with a loss of 3½, Burlington 2⅛, St. Paul 2⅛, Union Pacific 2¼, Rock Island 3⅛, and Atchison 1¼.

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Stocks.

	First.	High.	Low.	Last.	Closing Bid.	Closing Asked.	Sales.
American Cotton Oil	35	35⅛	34½	34½	34⅛	34½	1,570
American Cotton Oil pf	71	71	69½	69½	69	70	551
American District Telegraph	38	40	38	40	25	41	60
American Express	110	110	110	110	110	112	14
*American Sugar Refining	91½	91½	88¾	89½	89½	89¾	49,204
*American Sugar Refining pf	86½	86½	86¼	86¼	85¾	87¼	30
*American Tobacco	80	80½	80	80	70	80	1,042
American Tobacco pf	97	98	96¾	97¼	96½	98	146
Atchison, Topeka & Santa Fé	19¼	19¼	18⅜	18⅜	18⅜	18½	12,090
Baltimore & Ohio	67	67	66½	66½	66	68	300
Buffalo, Rochester & Pittsburg	26⅝	26⅝	26¼	26⅝	26	27½	300
Canada Southern	47	47	47	47	46¼	46½	370
Chesapeake & Ohio	16½	16½	15½	15½	15½	16	900
Chicago Gas	59½	59⅝	57¼	57¾	57¾	57⅞	28,008
Chicago Gas, div. scrip	1.18	1.18	1.16	1.16	..	..	730
Chicago & Northwestern	101½	101⅝	100¼	100⅜	100⅜	100⅝	2,350
Chicago, Burlington & Quincy	80	80⅝	78⅜	78⅞	78¾	79	26,245
C., C., C. & St. Louis	33	33	32¼	32⅜	32	32¼	2,617
C., C., C. & St. Louis pf	77	77	75	75	..	..	200
Chi., Mil. & St. Paul	58¾	58¾	57¼	57⅝	57⅝	57¾	22,205
Chi., Mil. & St. Paul pf	116¼	116¼	116	116	115½	116½	230
Chicago, Rock Island & Pacific	63⅝	63¾	60⅞	61⅛	61	61⅛	14,910
Cleveland & Pittsburg	146½	146½	146½	146½	146	..	25
Colorado Fuel & Iron	25½	25½	25½	25½	24	26	100
Columbus & Hocking Coal	8⅝	8⅞	8⅝	8¾	8¾	9	400
Columbus, Hock. Valley & Toledo	20	20½	19⅝	19⅝	19⅝	20	700
Consolidated Gas Company	129½	129½	128¾	128¾	..	..	203
Delaware & Hudson	121⅛	121⅛	121	121	119¾	121	349
Denver & Rio Grande	9⅝	9⅝	9⅝	9⅝	9½	10	100
Denver & Rio Grande pf	30¼	30¼	30¼	30¼	29	30¼	100
Des Moines & Fort Dodge	5	5	5	5	6	7	10
Distilling & Cattle Feeding	33	33	30	30¼	30⅛	30¼	45,772
Edison Electric Illuminating	94	94	94	94	90½	94	100
General Electric	44¾	44¾	42⅝	42⅝	42½	42¾	6,827
Iowa Central	7¼	7¼	7¼	7¼	7	8	200
Iowa Central pf	19¾	20	19¾	20	20	20½	60
Laclede Gas	14¼	14¾	14¼	14¾	14	15	270
Lake Erie & Western	16½	16½	15½	15½	15	16¼	300
Lake Erie & Western pf	69½	69½	69½	69½	66	68	12
Lake Shore	123½	123½	121	121	121	121¾	989
Louisville & Nashville	45	45½	44	44¼	44	44½	7,005
Manhattan Consolidated	124⅞	124⅞	123	123¾	123¼	124	791
Michigan Central	90	90½	90	90½	90	91	200
Missouri Pacific	22¾	23¾	22	22	22	22⅛	5,320
Missouri, Kansas & Texas	11¼	11¼	11¼	11¼	10½	11¼	30
Missouri, Kansas & Texas pf	19⅛	19⅛	19	19	18½	19	620
Mobile & Ohio	13½	13½	13½	13½	13	14	50
National Cordage, 2d as. paid	26	26	24¾	24⅞	24½	25	3,501
National Cordage pf., as. paid	48	55	48	55	52	60	205
National Lead	26⅛	26⅛	25¾	26	25⅞	26	2,351
National Lead pf	70½	70½	70½	70½	70	71	296
New-Jersey Central	109½	109½	108	108	107	108½	410
New-York Central	101	101	100½	100½	100¼	101	1,129
New-York & New-England	27⅞	27⅞	26½	26⅝	26⅝	26⅞	5,475
New-York & New-Haven	191	191	191	191	191	195	100
New-York, Lake Erie & Western	13¾	13⅞	13¼	13⅜	13¼	13⅜	2,320
New-York, Susq. & Western, new	13⅛	13⅜	13⅛	13⅜	13¼	13½	400
New-York, Susq. & Western pf. new	42¼	42¼	42¼	42¼	41	43	110
North American	5⅛	5⅛	5⅛	5⅛	5	5⅛	110
Northern Pacific	6¾	6¾	6⅝	6⅝	6⅜	6⅞	240
Northern Pacific pf	19½	20¼	19½	19⅝	19	19½	820
Ohio & Mississippi	15	15	15	15	..	..	100
Ontario & Western	14⅝	14⅝	14⅜	14⅜	14¼	14½	600
Peoria, Decatur & Evansville	7	7	7	7	6½	8	350
Philadelphia & Reading	16⅝	16⅝	15⅞	16¼	16⅛	16¼	9,800
Pullman Palace Car Company	169	169	169	169	166½	168	45
Rich. & West Point, 1st in. paid	1⅛	1⅛	1⅛	1⅛	1⅛	..	100
Rich. & West Point, 2d in. paid	3	3	2¾	3	2¾	3	210
St. Louis Southwestern pf	8	8	8	8	8	8¼	100
St. Paul & Omaha	33½	34	33⅛	33⅛	33	33¾	1,030
St. Paul & Omaha pf	107	107	107	107	105	109	5
Southern Pacific	18	18	17¾	17⅞	17½	18½	500
Tennessee Coal & Iron	15	15	14⅛	14⅛	14⅛	14¾	703
Toledo, Ann Arbor and North Mich.	8	8	8	8	7⅞	8½	215
Union Pacific	17¼	17⅜	15⅝	15¾	15¾	15⅞	17,920
Union Pacific, Denver and Gulf	5⅞	5⅞	5⅞	5⅞	5½	6¼	200
United States Express	51	54	51	54	50	55	21
United States Rubber	30½	30½	29¼	29¼	29	31	530
Wabash	7½	7½	7½	7½	7	7¾	100
Wabash pf	14¾	14¾	14¼	14¼	14	15	1,205
Western Union Telegraph	81½	81½	80½	80¾	80½	80¾	9,529
Wheeling & Lake Erie	13¼	13¼	12⅞	12⅞	12⅞	13¼	600
Wheeling & Lake Erie pf	44¼	44¼	44¼	44¼	42¾	44	100
Total sales							295,948

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
A. & T. H. 2d pf.	99¾	99¾	99¾	99¾	$3,000
*At., T. & S. Fé 4s.	71½	71½	71	71	24,000
At., T. & S. Fé 2d 2½-4s, A.	39½	39½	39	39	35,000
Aus. & N. W. 1st.	83¼	83¼	83	83	12,000
Balt. & Ohio g. 5s of 1925	109⅛	109⅛	109⅛	109⅛	1,000
Beech Creek 1st.	96½	96½	96½	96½	2,000
Brooklyn El. 1st.	106	106	106	106	2,000
Cairo, A. & T. 1st.	95	95	95	95	2,000
Cent. of N.J. gen. 5s	108½	108½	108½	108½	8,000
C. & O. gen. 4½s.	69½	69½	68⅞	68⅞	2,000
Ches. & O. cn. 5s.	101⅞	101⅞	101	101	21,000
C. & O., R. & A. 1st cn. 2-4s	78½	78½	78	78	3,000
Chi & East Ill. cn.	115	115	115	115	1,000
C. & E. Ill. gen. 5s.	95¼	95½	95¼	95½	6,000
C. & E. Ill. 1st.	112	112	112	112	1,000
Chi & Erie inc.	30	30	30	30	3,000
Chi & N. P. 1st.	40¾	41	39¼	39¼	70,000
Chi. & W. Ind. gen. 6s	110	110	110	110	5,000
C., B. & Q. cv. 5s.	99	99	99	99	2,000
C., B. & Q., N. 4s.	84½	84½	84½	84½	6,000
C., B. & Q. 7s.	117⅞	117⅞	117⅞	117⅞	17,000
C., C., C. & St. L. 1st, St. L.	89	89	89	89	2,000
Col. Coal & I. 6s.	95	95	95	95	5,000
Col. Mid. cn. 4s.	40	40	40	40	5,000
Consumers' Gas of C. 5s.	75	75	75	75	12,000
D. & H. 1st 7s, 1894, c.	102	102	102	102	4,000
Den. & Rio G. 4s.	73	73	73	73	1,000
E.T., V. & Ga. g. 5s.	80	80	80	80	2,000
Edison Elec. Ill. of N. Y. 1st.	104	104	104	104	8,000
†Erie 2d cn.	69	69	69	69	15,000
F. & P. M. gen. 6s.	116	116	116	116	2,000
Ft. W. & D. C. 1st.	73½	73½	70	70	4,000
Gen. El. deb. 5s.	74	74	73½	73½	10,000
Iron M. gen. 5s.	69	69	69	69	1,000
Long Island 4s.	95	95	95	95	5,000
L. & N. unified g. 4s	75	75	75	75	15,000
L., N. A. & Chi. 1st.	103	103	103	103	3,000
L., N. A. & Chi. gen. 5s	64	64	64	64	2,000
Met. Elev. 1st.	115	115	115	115	6,000
Met. Elev. 2d.	106	106	106	106	5,000
M., L. S. & W. 1st M.	114½	114½	114½	114½	1,000
Mo. Pac. 1st 4s.	93	93	93	93	3,000
Nat. Starch 1st.	93	93	93	93	1,000
N.Y., C. & St. L. 1st	93	93	93	93	11,000
N.Y., L. & W. 1st.	122⅛	122⅛	122⅛	122⅛	3,000
N. Y., Ont. & W. refdg. 4s	81	81	81	81	1,000
*N.Y., Ont. & W. 5s.	105	105	104½	104½	11,000
North. Pac. 1st, c.	104¼	104¼	104	104	29,000
North. Pac. 1st, r.	103	103	103	103	25,000
North. Pac. cn. 5s.	32	32	30	30	183,000
Ohio & M., s. f. 7s.	107¾	107¾	107¾	107¾	2,000
Ore. Imp. cn. 5s.	44	44½	44	44½	5,000
Oregon S. L. 6s.	70	70	70	70	5,000
O. S. L. & U. N. cn.	60	60	60	60	5,000
Pine Creek 6s	122¾	122¾	122¾	122¾	15,000
Penn. 4½s, c.	107½	107½	107	107	7,000
P. & P. U. 1st 6s.	108½	108½	108½	108½	1,000
Pitts. & W. 1st.	82	82	82	82	1,000
Read. 1st pf. inc.	30	30	30	30	10,000
Read. 2d pf. inc.	18½	18½	18	18	20,000
Reading gen. 4s.	67½	67½	66¾	66¾	43,000
Rich. & Dan. 6s.	109	109	108½	108½	14,000
R. & W. P. T. col. tr. 5s, t. r.	21½	21½	20⅝	20⅞	32,000
Rock Isl. 1st., r.	120⅜	120⅜	120⅜	120⅜	5,000
Rock Island 5s, c.	94⅝	94⅝	94½	94½	31,000
R., W. & O. cn.	108	108	107½	107½	3,000
St. P. & Om. cn.	117½	117½	117½	117½	1,000
St. Paul term. 5s.	104½	104½	104½	104½	1,000
St. P. 1st, D. & G. S. 5s.	102	102	102	102	1,000
St. P. 1st, S. M.	110½	110½	110½	110½	1,000
St. P., C.P.W. 5s.	108	108	107¾	107¾	3,000
St. P., M. & M. cn. 6s	115¼	115¼	115¼	115¼	5,000
S. P. of N. M. 1st.	94¼	94¼	94¼	94¼	10,000
Texas Pac. 1st 5s.	69½	69½	69½	69½	3,000
U. P. 1st of 1898.	106¼	106¼	106¼	106¼	2,000
U. P. col. notes	80	80	80	80	10,000
U. P., D. & G. 5s.	41	41	41	41	2,000
U. S. Leather 6s.	105	105½	105	105½	12,000
Wabash 1st	102	102	102	102	6,000
Wabash 2d	72	72	72	72	1,000
W. U. col. tr. 5s.	101½	101¾	101½	102¾	8,000
Total sales					$813,000

*Including two sales of $500 each at 70½. †Including $10,000 at 66. Seller 60. ‡Seller 20 flat.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.		Bid.	Asked.
Adams Ex.	140	145	Minn. Iron	..	60
Alb. & Sus.	150	..	N., O. & St. L.	56	62
Alton & T.H.	20	30	Nat. Lin. Oil.	17	19
Am. Coal.	75	90	Nat. Starch.	8½	9½
Am. T. & C.	82½	..	Nat. St. 2d pf.	30	..
At. & Pac.	2½	2¾	New Cent. C.	8	9½
Bruns. Co.	3	6	N. Y. & N. pf.	9½	11
B., R. & P. pf.	68	76	N. Y., C. & St. L.	12	13¾
B., C. R. & N.	45	..	N. Y., C. & St. L. 1st pf.	52	57
Can. Pacific.	74½	76	N. Y., C. & S. L. 2d pf.	21	25
Central Pac.	20½	..	N. Y., L. E. & W. pf.	25	30
Chi. & Alton	135	..	Norfolk So.	47	..
Chi. & E. Ill.	53	55	Nor. & W. pf.	20½	21½
C. & E. Ill. pf.	94	96	Ohio South.	25	50
C., C. & I., D.	10	12	Ont. Mining.	7	10
Col., F. & I. pf.	..	90	Oregon Imp.	8	11
C., H. V. & T. pf.	60	69	Ore. R. & N.	..	40
Consol. Coal.	26	31	Pacific Mail.	14	15½
Del., L. & W.	151	152½	Penn. Coal.	250	300
D. M. & Ft. D. pf.	26	..	Peo. & East.	4	9
*D., S. S. & A.	6⅞	8	Pitts. & W. pf.	28	30
*D., S. S. & A. pf.	17	22	P., C., C. & St. L.	14½	15½
E. T., V. & G.	¼	1	P., C., C. & St. L. pf.	48½	51½
E. T., V. & G. 1st pf.	6	15	P., F. W. & C.	146	..
E. T., V. & G. 2d pf.	1½	4	Quicksilver	1	3
Ev. & T. H.	80	89	Rens. & Sar.	155	..
Gt. North. pf.	108¾	111¾	R. & W. P. pf., t. r.	14½	17
G. B. & W. t. r.	6½	7½	Rio G. W.	15	20
Homestake	11	14	R., W. & O.	105	108
H. & Texas	2¼	3	St. L. So.	95	..
Ill. Cent.	91	92	St. L. S. W.	4	5
Ill. Cent. l. l.	90	..	St. P. & Dul.	24	26
Kan. & Mich.	8	11½	St. P. & D. pf.	95	100
Keok. & D. M.	..	5⅞	St. P., M. & M.	102	106½
Laclede G. pf.	55	60	Sil. bull. certs.	73½	73⅝
Long Island.	91	96	So. Cot. Oil.	40	50
L., N. A. & C., t. r.	14½	15	Texas Pac.	6	6½
L., St. L. & T.	..	7	Tol. & O. C.	30	33
Mah. Coal R.	95	100	Tol. & O. C. pf.	68¾	..
Mah. C. R. pf.	..	105	U. S. Rub. pf.	72	80
Man. Beach.	4	7	Wells-F. Ex.	130	140
Md. Coal pf.	50	60	Wis. Cent.	4⅞	5¾
M. & St. L., t. r.	10	11			
M. & St. L. pf.	28½	32			

*Unlisted.

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Sugar Ref.	91¼	91⅝	88¾	89⅜	16,890
Am. Tobacco	80⅜	80⅜	80⅜	80⅝	100
Am. Cotton Oil	35½	35½	35	35	310
At., T. & S. Fé	19	19	18½	18½	3,390
C., C., C. & St. L.	32¾	33	32¾	33	110
Ches. & Ohio	16¼	16¼	16¼	16¼	20
Col., H. V. & T.	20½	20½	20½	20½	100
Chicago Gas	59⅝	59⅞	57¾	57¾	9,850
Chi., R. I. & Pac.	63¾	63¾	61⅛	61⅛	12,120
Chi., Bur. & Q.	80¼	80⅝	78⅝	78¾	17,570
Chi., Mil. & St. P.	58⅞	58⅞	57⅝	57⅝	18,980
Chi. & N. W.	101⅝	101¾	100⅜	100⅝	370
C., St. P., M. & O.	33⅜	33⅞	33⅜	33⅞	250
Consol. Gas	128¾	128¾	128¾	128¾	20
Dist. & C. F.	32	32⅝	30	30⅝	18,510
General Electric	44⅜	44⅝	42¾	42¾	850
Del. & Hudson	121½	122½	121½	121½	100
Lake Shore	123	123	122⅝	122⅝	150
Louis. & Nash.	44⅝	45½	44	44½	1,100
Manhattan	124½	124½	124½	124½	50
Nat. Cordage	25	25½	25	25¼	410
N. Y., L. E. & W.	13⅝	13¾	13⅝	13¾	190
N. Y. & N. E.	27½	27½	26½	26¾	1,020
N. Y., O. & W.	14¾	14¾	14¾	14¾	10
North. Pac. pf.	19¾	19¾	19¾	19¾	30
Phil. & Reading	16¾	16¾	16	16½	690
Union Pacific	16⅞	17¼	15¾	16½	1,720
Western Union	81½	81½	80½	80⅞	2,740
Wabash pf.	14¾	15	14½	15	310
Total sales					107,940

Bonds.

	First.	High.	Low.	Last.	Sales.
At., T. & S. Fé 4s.	71¼	71¼	71¼	71¼	$5,000
At., T. & S. F. 2d, A.	39½	39½	39½	39½	7,000
Chi., B. & Q. cn.	117⅝	117⅝	117⅝	117⅝	2,000
Chi. & N. P. 5s.	40⅝	40⅝	40⅝	40⅝	5,000
Chi. & Erie inc.	30½	30½	30½	30½	4,000
Long Island 4s.	95½	95½	95½	95½	2,000
Met. Elev 2d.	106	106	106	106	2,000
North. Pac. 5s.	32½	32½	31	31	41,000
Oregon Imp. 5s.	44	44	44	44	7,000
P. & Read. gen.	67½	67½	67	67	17,000
Rock I. 5s, c.	94½	94½	94½	94½	3,000
St. L. & I. M. 5s.	69½	69½	69½	69½	3,000

	First.	High.	Low.	Last.	Sales.
Texas Pacific 1st.	69½	69½	69½	69½	5,000
Total sales					$103,000

Mining Stocks.

	First.	High.	Low.	Last.	Sales.
Bodie	.20	.20	.20	.20	100
Leadville	.12	.12	.12	.12	300
Ophir	1.15	1.15	1.15	1.15	100
Total sales					500

THE MONEY MARKET.

Money on call loaned at 2@2½ per cent. The last loan was made at 2 per cent.

Time money was firmer. There was no disposition on the part of the banks to do business, owing to the uncertainty as to the outcome of the silver discussion at Washington. Quotations were nominal at 4@6 per cent., but few loans were made below the higher figure.

Mercantile paper was once more at a standstill. The supply is good, but buyers decline to take new risks under present circumstances.

In London money on call was quoted at ½@¾ per cent; short and three months' bills at 1½ per cent.

Clearing House exchanges were $74,397,023; balances, $4,141,342. The Sub-Treasury's debit balance was $1,227,594.

The New-York Clearing House canceled $1,335,000 in loan certificates, leaving $10,780,000 outstanding. In Boston the amount outstanding is $145,000.

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market was firm. Posted rates were $4.84 for sixty-day bills and $4.86 for demand. Actual business was done at $4.83¼@$4.83½ for sixty-day bills, $4.85¼@$4.85½ for demand, $4.85¾@$4.86 for cables, and $4.82@$4.83¼ for commercial.

In Continental exchange, francs were quoted at 5.21¼ and 5.18¾; reichsmarks at 94⅜ and 95½, and guilders at 40¼ and 40½.

Domestic exchange on this city was quoted as follows: Chicago—75c premium. Boston—17@10c discount. Charleston—Buying, ⅛@3-16 discount; selling, par @1-16 discount. New-Orleans—Commercial, $1 discount; bank, par. Philadelphia, 50c. Savannah—Buying, ¼ discount; selling, ⅛ discount to par. St. Louis—90c premium. San Francisco—Sight, 17½; telegraph, 27½.

SILVER STATISTICS.

Silver bullion certificates were quoted at 73⅝@73½. There were no sales on the Exchange.

Bar silver in London was quoted at 33⅝d. The New-York price for bars was 72¾c. per ounce.

Mexican silver dollars were quoted at 58½c.

The Mercantile Safe Deposit Company reports: Silver on hand, 175,232 ounces; deposited, none; withdrawn, none; certificates outstanding, 174.

CHANGES IN STOCKS.

ADVANCED.

Chi., Mil. & St. P. pf.	1½	Wheeling & L. E. pf.	1¼
Nat. Cord. pf. as. pd.	3		

DECLINED.

Am. Cotton Oil	1½	Louis. & Nash	1⅝
Am. Cotton Oil pf.	2	Manhattan	2¼
Amer. Sug. Refs.	3⅛	Michigan Central	¾
Amer. Tobacco	3½	Missouri Pacific	1¾
At., T. & S. Fé.	1¼	Mo., Kan. & T. pf.	1
Baltimore & Ohio	1½	Nat. Cord. 2d, as. paid	1⅛
Chesapeake & Ohio	1	National Lead	⅝
Chicago Gas	3¼	National Lead pf.	1½
Chicago & Northwest.	1⅞	New-Jersey Central	1⅞
Chi., Bur. & Quincy	2⅛	New-York Central	1
C., C., C. & St. L.	1	N. Y. & New-Eng.	1½
Chicago, Mil. & St. P.	2⅛	N. Y., N. H. & H.	1½
Chi., R. I. & Pac.	3⅛	N. Y., L. E. & W.	1⅛
Col., H. V. & Tol.	1	Ohio & Miss.	4
Consolidated Gas	2¾	Peo., Dec. & Ev.	¾
Dist. & C. F.	4	Phil. & Reading	⅞
Edison El. Ill.	2	St. Paul & Omaha	1¼
General Electric	2¾	Union Pacific	2¼
Laclede Gas	¾	U. S. Rubber	2¼
Lake Shore	2½	Western Union	1½

RAILWAY AND OTHER BONDS.

The railway mortgage market was somewhat more active, but the total transactions were not large. Prices were lower on the news from Washington. The principal changes were:

ADVANCED.

Chi. & E. Ill. cn.	2	L., N. A. & C. 1st.	1
Chi. & W. Ind. g.	1	National Starch 1st.	1
Col. Coal & Iron 6s.	2	St. P. 1st, D.G. & S.5s.	1

DECLINED.

At., T. & S. F. 4s.	1	Mo. Pac. 1st 4s.	2
At., T. & S. F. 2d, A.	1	North. Pac. cn.	2½
Ches. & Ohio cn. 5s.	1	Oregon Short Line 6s	5
Chicago & N. P. 1st.	2¼	Or. Sh. L. & U. N. cn.	2
C., B. & Q. cv. 5s.	1½	Penn. 4½s, c.	1
Col. Midland cn. 4s.	1	Reading 2d pf. inc.	2
E. T., V. & G. cn. 5s.	3½	Union Pac. col. notes.	2
Ft. W. & D. C. 1st.	4	Wabash 2d	1
L., N. A. & C. g. 5s.	2		

Government bonds were dull. The fours declined ¼. There were no sales on call. The following were the closing quotations:

	Bid.	Asked.		Bid.	Asked.
2s, 1891, r.	98	....	Cur. 6s, 1896	104	....
4s, r.	110¾	111½	Cur. 6s, 1897	106½	....
4s, c.	110¾	111½	Cur. 6s, 1898	109½	....
Cur. 6s, 1895	102	....	Cur. 6s, 1899	111½	....

BIDS FOR BANK STOCKS.

American Exch'nge	147½	Market & Fulton	220
Bowery	290	Mechanics'	184
Broadway	200	Mechanics & Tr'ders	150
Butch'rs & Drovers'	170	Mercantile	210
Central National	118	Merchants'	140
Chase National	450	Merchants' Ex.	115
Chatham	340	Metropolitan	8
Chemical	3,800	Metropolis	450
City	400	Murray Hill	200
Commerce	180	Nassau	160
Continental	125	New-York	225
Corn Exchange	250	N. Y. Nat. Exchange	110
East River	145	Ninth National	110
Fifth Avenue	2,000	Nineteenth Ward	140
First National	2,500	Nat. Bank of N. A.	150
First Nati'nal of S. I.	110	Oriental	210
Fourth National	198½	Pacific	175
Gallatin National	285	Park	265
Garfield National	200	Phenix	115
German-American	118	Produce Exchange	125
German Exchange	300	Republic	150
Germania	300	Seaboard National	173
Greenwich	160	Second National	300
Hudson River	150	Seventh National	125
Imp'rt'rs & Trad'rs'	560	Shoe & Leather	106
Leather M'n'fact'rs	210	State of New-York	108
Manhattan	170	West Side	200

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
Chi. & W. M.—1st week Oct.	$43,402	$691	......
Det., Lans. & N.—1st week Oct.	28,858	......	$899
Evans. & Ind.—1st week Oct.	7,365	......	705
Evans. & T. H.—1st week Oct.	30,936	4,010	......
Kanawa & Mich.—1st week Oct.	6,440	......	259
Kan. C. Sub. B'lt—1st week Oct.	4,991	1,229	......
From Jan. 1	185,283	94,755	......
L., N. A. & Chi.—1st week Oct.	75,882	7,553	......
From July 1	1,087,164	81,083	......
L. E. & West.—1st week Oct.	64,422	......	13,409
From Jan. 1	2,758,348	91,835	......
L., Evans. & St. L. Con.—1st week Oct.	36,684	......	2,757
Peo., D. & Evans.—1st week Oct.	16,570	......	2,720
Rio Gr. West. for August—Gross	182,439	......	72,831
Op. expenses	111,430	......	48,504
Net	71,009	......	24,327

The annual report of New-York, Ontario and Western shows: Gross earnings, $3,688,173; expenses, $2,697,783; other income, $75,060; fixed charges, $808,598; surplus, $256,852; surplus to June 30, 1892, $964,881; deduct items charged to profit and loss, $22,153; total surplus, $1,199,580; cash on hand, $127,042; betterments, $2,303,149.

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	47½	50
American Surety	175	195
American Type Founders' common	..	25
*American Type Founders' pf.	..	70
Atlantic Mutual Ins. scrip of 1893	100	104
†Atlantic Trust	249	255
Bond & Mortgage Guarantee	..	100
‡Buffalo Street Railway 1st	94	..
Broadway & Seventh Avenue	163	..
Broadway & Seventh Avenue 1st	100	..
Broadway & Seventh Avenue 2d	97	..
Broadway Surface 1st 5s	109	..
Broadway Surface 2d	89	95
Brooklyn City Railroad	157	158½
Brooklyn Elevated	20	21
Brooklyn Traction	15	17½
Brooklyn Traction pf	65	71
Buffalo Street Railway stock	44	47
California Pacific stock	6	9
Central & South American Telegraph	89	..
Central Cross-Town	145	..
Central Park, North & East River	180	..
Central R. R. & Banking of Ga. 1st 7s	102	104
Central Trust	930	..
Central N. J. Land & Improvement	..	75
Celluloid	..	84
Cincinnati, Jackson & Mackinaw stock	2	5
Cin., Jackson & Mackinaw 1st certs	60	67
Consolidated Electric Storage	1	3
Continental Trust	150	..
†Dry Dock, East Broadway & Battery	118	124
Detroit, Hillside & S. W., (4 ₱ cent. L. S.)	82½	..
†Equity Gas of Williamsburg 5s	25	45
Equitable Gas, New-York	168	176
Equitable Gas of New-York 1st 6s	108	..
Eighth Avenue	235	..
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av.	..	68
*42d St., Manhat. & St. Nicholas Av. 1st	107½	111
42d St., Manhat. & St. Nicholas Av. 2d	..	60

	Bid.	Asked.
Gold & Stock Telegraph	97½	100½
†Georgia Pacific 1st	90	92
Georgia Pacific 2d	34	36
Georgia State 4½s, 1915	107½	109
Grand River Valley Railroad stock	83	..
Hecker-Jones-Jewell Milling bonds	..	100¼
Hecker-Jones-Jewell Milling pf	88	93
Herring-Hall-Marvin common	..	60
Herring-Hall-Marvin pf	..	83
*Int. & G. N. 1st coupon scrip	89	..
Iron Steamboat	..	12
Iron Steamboat bonds	61	69
†Journeay & Burnham	56	66
Journeay & Burnham pf	89	93
Kings County Elevated	9	11
Kings County Elevated 2d	..	31
Little Rock & Memphis 5s	28	33
Long Island Traction	20¼	20¾
Lorillard pf. stock	100	102
Louisville, N. A. & Chi., C. & I. Div. 6s	100¼	..
Mutual Gas, New-York	139	144
†Manhattan Elevated, 4 ₱ cent. scrip	86	..
†Madison Square Garden stock	..	10
Metropolitan West Side 5s	74½	78½
Mexican National Construction pf	4	6½
New-Jersey & New-York Railroad	1	..
North Shore Traction	16	17
National Union Bank	200	220
New-Orleans Pacific land grant	19	..
New-York, Lackawanna & Western	106¾	107½
New-York, New-Haven & Hartford	190	195
†New-York and Greenwood Lake 1st	28	35
New-York & Texas land scrip	64½	..
Ninth Avenue Railroad	119	..
N. Y., N. H. & H. deb. 4s, (50 ₱ cent. paid)	77	79
Natural Gas Trust	113½	..
New-York Guaranty & Indemnity	300	..
N. Y. & N. J. Telephone	82	87
Northwestern Telegraph	101½	..
†New-York Biscuit	32	35
†New-York Loan & Improvement	45	50
New-York Life Ins. & Trust	650	670
New-York Security & Trust	200	225
Old Dominion Steamship	70	80
Omaha & St. Louis common	¼	1¾
Oregon Pacific Railroad 1st	..	5½
Oswego & Syracuse Railroad	178	185
Pacific & Atlantic Telegraph	50	..
Pennsylvania Coal	260	280
Postal Telegraph & Cable	47	57
Pratt & Whitney pf	..	87
Standard Oil Trust	142	143
Standard Gas	..	84
Standard Gas pf	60	70
Seaside & Brooklyn Bridge 5s	80	86
Second Avenue Railroad 1st 5s	101½	..
Second Avenue Railroad	105	115
†State Trust	195	220
Staten Island	56	..
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	100
Staten Island Rapid Transit 1st 6s	107	..
Third Avenue Railroad	137½	141
Toledo, Ann Arbor & Mt. Pleasant 1st	40	50
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf	..	12
Thurber-Whyland pf	27	32
Trenton Potteries pf	70	78
Trenton Potteries common	..	50
Terre Haute & Indianapolis	100	..
Terre Haute & Logansport	22	..
Title Guarantee & Trust	147	..
Union Ferry	51	55
‡Union Ferry 1st 5s	94	96½
Union Railway stock ("Huckleberry")	135	145
Union Railway 5s ("Huckleberry")	99	101½
Union Elevated 2d	38	44
Union Trust	..	705
United States Leather pf	..	88
United States Trust	750	800
Valley Railroad (Ohio) 1st 7s	90	95
Wagner Palace Car	112½	..
Warren Railroad	138	..
Winona & Southwestern 1st	..	42½
Winona and Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

THE STATE OF TRADE.

Bradstreet's will say to-morrow: "Continued cheerful advices from a number of leading Southern trade centres, reports of a very large distribution at Chicago as the outcome of the immense World's Fair attendance, and an improved demand at several points west of the Mississippi as a result of the cooler weather, are among the most favorable features revealed by telegrams to Bradstreet's this week. Large sales and better prices for cotton have encouraged country buying at the South, and business at New-Orleans, Dallas, Memphis, Atlanta, Richmond, and Mobile has improved. The new Louisiana sugar crop will be large. Rice is active and higher. At most other Southern centres where trade has not yet improved, delayed collections and tight money are complained of. Railroads entering Chicago did the largest passenger business in their history this week. Freight traffic was neglected. The jobbing and retail trade has been the largest so far this season in all lines. Reports of slightly better trade come from St. Louis and St. Paul, while cooler weather at Omaha and Kansas City has materially increased the demand for seasonable goods. Reports from leading Eastern centres are rather less favorable. The delay in the Senate is mentioned as a depressing feature. In New-England, trade does not improve. A hand-to-mouth demand continues. The number of idle manufactories in Rhode Island has been augmented by a strike of 6,000 woolen-mill operatives against a reduction. Trade at most of the larger Eastern cities is not above fair. Textile trades generally are quiet. Iron is weak and lower for structural sorts. At Pittsburg mills are running only on part time. The coal trade has improved at Baltimore and Philadelphia. Prices are irregular. Breadstuffs have tended downward, while provisions, cotton, and raw sugar have advanced."

THE COMMERCIAL SITUATION.

Wheat Lower and More Active—Corn Dull and Lower—Cotton Active and Firmer.

Wheat lost 1@1⅛c on the day's trading, through lower markets at the West, together with free realizing by local longs, with a better speculation.

Corn was very dull and closed at ¼@⅜c decline, and without special features.

Cotton was very irregular and unsettled all day through manipulation by local speculators, but the close was firm at an advance of 1@3 points, with a fairly-active trade.

Coffee was quiet, and closed at a partial loss of 5 points.

PHILADELPHIA PRICES.

PHILADELPHIA, Oct. 13.—The unfavorable news from Washington caused a weak opening. Philadelphia traction rights on very light transactions declined to 14¾, and closed at 14½ bid. The first payment has to be made on Monday. The regular stock declined from 68¼ to 67, with 66 the best bid at the close. Metropolitan sold at 89½. Insiders deny the rumor of a floating debt and say the earnings will be doubled when the Columbus Avenue line is finished. Baltimore Traction sold at 16⅝, the lowest this year. New-Jersey consolidated traction bonds advanced to 74.

Money was offered at 6 per cent. on time. New-York exchange, 50 cents premium. The total sales of bonds were $41,745, and of stocks, 23,378 shares. Of the latter 9,100 shares were in St. Paul, 6,760 in Reading, 1,445 in Metropolitan, 583 in Pennsylvania, 455 in Northern Pacific common, and 400 in Northern Pacific preferred.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.		Bid.	Asked.
Balt. Trac.	16¼	16½	North. Pac.	6½	6⅞
Hunt. & B. T.	..	35	Nor. Pac. pf.	19¾	19⅞
H. & B. T. pf.	..	50	Pennsylva'ia	50⅜	50½
			Peo. Trac. 5s.	72	73
Ins. Co. of N. A.	18¼	18¾	Peo. Trac.	12¾	13
Lehigh Nav.	49½	50	Phil. Trac.	66	67
Lehigh Val.	31⅞	32	Phil. & Erie	22	25
Met. Trac.	89¼	89¾	Reading	8 1-16	8⅛
Minehill	65	66	Roch. R'y.	..	50
N. J. cn. 5s.	73	75	U. Co.'s N. J.	222	222½
Newark P. 5s.	84	86	United G. I.	56	56½
North. Cent.	..	68	W. N. Y. & P.	4	4½

MONEY BALANCES.

WASHINGTON, Oct. 13.—The statement of the United States Treasurer, showing the classified assets of the Treasury and demand liabilities to-day, is as follows:

ASSETS.

Gold coin and bullion	$165,529,616
Silver dollars and bullion	333,703,284
Silver dollars and bullion, act July 14, 1890	152,148,481
Fractional silver and minor coin	14,467,210
United States notes	17,227,732
United States Treasury notes	2,803,749
Gold certificates	123,240
Silver certificates	8,028,271
National bank notes	9,553,338
Deposits with national bank depositories:	
General account	13,118,219
Disbursing officers' balances	3,841,341
Total	$720,542,481

LIABILITIES.

Gold certificates	$79,656,819
Silver certificates	332,488,504
United States Treasury notes	152,099,280
Currency certificates	10,095,000
Disbursing officers' balances, agency accounts, &c.	42,447,159

THE BOSTON MARKET.

BOSTON, Oct. 13.—The market opened off all around, on news of the failure in Washington of the test of physical endurance in the Senate in the effort to repeal the silver law.

Union Pacific was the feature of the day, particularly after the announcement of the receivership. The company had a lot of money loaned out on call during the Summer, but has gradually been calling it in and using it to meet payments and sinking-fund charges. In the present emergency the trustees of F. L. Ames's estate, which holds many of the company's bonds, deemed it advisable to protect that interest, so asked for the receivership. As two-thirds of the stock is held abroad, the effect of the receivership will likely be felt to-morrow in London. There was good buying of the stock toward the close, on the decline.

Money was fairly easy at 2½ per cent. at the Clearing House, and 3 per cent. on call.

The short interest in Burlington was increased, though some long stock from New-York was sold to-day.

Redmond, Kerr & Co., 41 Wall Street, New-York, report closing quotations as follows:

	Bid.	Asked.		Bid.	Asked.
Atchison	18⅜	18½	N. E. Tel.	52	..
Atlantic Min.	8½	9½	Old Colony	..	75
Bost. & Alb.	..	201⅞	Oregon S. L.	5¾	6½
Boston & Me.	150	152	Quincy Min.	100	106
B. & M. M.	22	22⅛	Tam. Min.	128	131
Boston Land.	3¼	..	West. El.	20½	21½
Bell Tel.	189	190½	West. El. pf.	41	42
B. & Bost. M.	7	7½	Wis. Cent.	5	..
C., B. & Q.	78¾	79	W. End Land.	13	14
Cal. & Hecla	270	..	W. E. St. Ry.	56½	57
Cent. Mass.	13	13½	W. E. S. R. pf.	77½	..
Cleve. & Can.	50	..	*Atchison 4s.	..	70½
Cent. Min.	2¼	2½	*Atch. inc.	38⅝	39
Frank. Min.	10	11	*C., B. & N. 5s.	100	..
F. & P. M. pf.	40	48	*C., B. & Nor. 2d 6s.	..	99
Fitchburg pf.	79	..	*Mex. C. 4s.	57½	..
F. W. El. Co.	5	5¾	M. C. 1st inc.	9	..
Kears. Cop.	6	..	M. C. 2d inc.	6	7
Maine Cent.	..	114	*Wis. Cen. 5s.	62	65
Mex. Cent.	7	7⅛			
N. Y. & N. E.	26¾	27			
N. Y. & N. E. pf.	..	62			

*Interest accrued.

OFFERING OF SILVER DECLINED.

WASHINGTON, Oct. 13.—There were offered for sale to the Treasury Department to-day 280,000 ounces of silver at prices varying from 0.7345 to 0.74 an ounce. The whole amount was declined at the prices asked, and a counter-offer was made of 0.7320 an ounce.

CHICAGO STOCK MARKET.

CHICAGO, Oct. 13.—On the Stock Exchange to-day West Chicago sold at 121@129, North Chicago at 209@210, Lake Street Elevated at 21½, Alley Elevated at 40, Street's at 24. Money, 6@7 per cent. Bank clearings, $14,723,603. New-York exchange, 80c premium.

FINANCIAL ANNOUNCEMENT.

—The Edison Light and Power Company of San Francisco has declared its regular monthly dividend at the rate of 8 per cent. per annum, payable Oct. 16 at the office of the New-York Guaranty and Indemnity Company.

FOREIGN MARKETS.

Beef, Ham, and Bacon in Poor Demand—Moderate Call for Pork.

LIVERPOOL, Oct. 13—3:45 P. M.—Beef in poor demand. Pork in moderate demand. Hams in poor demand; short cut, about 14 to 16 lb, easy at 46s 6d. Bacon in poor demand; long and short clear middles, about 55 lb, steady at 53s 6d. Cheese in fair demand; American finest white, firm at 54s; do colored, firm at 54s. Tallow, spirits of turpentine, and resin in moderate demand. Lard—Spot in poor demand; futures in no demand; prime Western spot steady at 50s. Wheat in moderate demand; No. 2 red, Winter, dull at 5s 4½d. Flour in poor demand. Corn—Spot in good demand; futures in moderate demand; mixed Western, spot, firm at 4s 1d; October steady at 4s ½d; November steady at 4s 1d; December steady at 4s 1¾d. Hops at London—Pacific coast in poor demand.

4 P. M.—Cotton—Futures closed quiet; American middling, low middling clause, October delivery, 4 36-64d, buyers; October and November delivery, 4 35-64@4 36-64d; November and December delivery, 4 35-64@4 36-64d; December and January delivery, 4 35-64@4 36-64d; January and February delivery, 4 36-64@4 37-64d; February and March delivery, 4 38-64@4 39-64d; March and April delivery, 4 40-64@4 41-64d; April and May delivery, 4 42-64@4 43-64d; May and June delivery, 4 44-64@4 45-64d. The sales of the day have increased since last report to 17,000 bales, of which 13,200 bales were American.

LIVERPOOL, Oct. 13.—Provisions—American refrigerator beef, fore quarters, 3⅝d; hind quarters, 5½d per lb; American live cattle, sinking the offal, 5½d per lb; bleaching powder, £8 7s 6d.

LONDON, Oct. 13.—Provisions—American refrigerator beef, fore quarters, 1s 8d@2s 4d; hind quarters, 3s@3s 6d per 8 lbs, by the carcass. Produce—Australian Tallow—Beef, 27s 6d@28s 6d per cwt; mutton, 28s 6d@29s 6d per cwt. Cocoanut Oil—Ceylon, 27s 6d per cwt. Beet Sugar—October, 13s 9¾d; March, 14s. Sugar, 16s 3d per cwt for Cuban centrifugal, polarizing 96 degrees test, and 13s 6d for Cuban muscovado, fair refining. Linseed oil, 20s 10½d per cwt. Spirits of turpentine, 21s 1½d per cwt.

NAVAL STORES MARKETS.

Spirits of turpentine scarce and firm at 28½@29c. Resins quiet at $1.17½@$1.20 for common to good strained.

SAVANNAH, Oct. 13.—Spirits of turpentine 25¾c bid. Resin firm at 90c.

BUSINESS TROUBLES.

—Edward Gottschalk, pawnbroker at Grand and Attorney Streets, has failed, and the Sheriff has taken possession of his place of business on an execution of $2,754 in favor of Rosa Jackson, which judgment was also obtained against Caroline Mehrbach, pawnbroker at 433 Grand Street, who made an assignment on Thursday. Mrs. Jackson's attorneys said that Mr. Gottschalk is liable on $70,000 of paper of Mehrbach & Co., which he indorsed. He was a partner in the firm of Mehrbach & Co. for a year. The firm dissolved a few months ago, and in the settlement Mrs. Caroline Mehrbach, the other partner, gave Mr. Gottschalk notes for $20,000 for his interest, but before the notes matured she made an assignment. After the firm dissolved Mr. Gottschalk went in the pawnbroking business alone, and has loaned out $10,000 on pledges. His total liabilities, including the indorsements, are said to be $100,000. He confessed judgments yesterday to Theresa Gottschalk for $4,518, to the State Bank for $1,468, and to Jeannette Mehrbach for $948, all for borrowed money.

—Bradstreets reports 406 failures in the United States during the week, against 365 in the preceding week and 191, 198, 177, and 205 in the corresponding weeks of 1892, 1891, 1890, and 1889. The Middle States had 113, the New-England States 56, the Southern States 68, the Western States 77, the Northwestern States 38, the Pacific coast 45, and the Territories 9. Canada had 32, against 30 for the previous week. Of failing enterprises, 81 per cent. employed a capital of $5,000 or less, and 11 per cent. from $5,000 to $20,000 capital. Twenty-nine failures are reported with a capital each in excess of $20,000.

—Henry Muller, importer of diamonds at 87 Nassau Street, has failed. A judgment for $3,879 was entered yesterday against him in favor of A. Latner. Mr. Muller was a manufacturing jeweler for eighteen years, and since 1890 he has dealt in diamonds. The trade estimate his liabilities at $40,000, of which $10,000 is due in this city and the balance in Europe. It is said that there are no assets in sight, Mr. Muller having transferred his stock, notes, &c., to relatives and friends to whom he is in debt for borrowed money.

—The American Queen Silk Company of Paterson, N. J., has been attached for $1,847 in favor of James Whiteside for merchandise sold. A short time ago a chattel mortgage was recorded on the plant for $9,000 in favor of Ebenezer K. Rose of this city. The President of the company, John R. Frame, was also in business at Newburg, N. Y., as D. R. Frame & Co., which concern made an assignment two weeks ago.

—Two executions against Halbert Brothers, liquor dealers at 338 Third Avenue and 110 Prince Street, have been received by the Sheriff for $1,329 in favor of F. W. Mertens. When the Sheriff went to make a levy on the two stores, it was claimed that the firm had sold out both places by bill of sale several weeks ago.

—Judgment was entered yesterday against Richard M. Olcott, doing business as Olcott & Co., exporters, at 56 New Street, for $60,639 in favor of Henry Dever and John Annan as receivers of C. De Murrietá & Co., bankers of London, for balance due on business, principally in the Argentine Republic.

—The schedules of William C. Rogers, doing business as Rogers & Sherwood, printers, at 14 and 16 Vesey Street, show liabilities of $47,245, contingent liabilities of $16,994, nominal assets of $63,710, and actual assets of $14,290, of which $11,782 is covered by a chattel mortgage.

—Judgment against George T. Kellock as surviving partner of John H. Draper & Co., auctioneers, was entered yesterday for $18,160 in favor of H. C. Bennett & Co. for money loaned in 1887.

—The schedules of Simon Blaut, dealer in confectioners' supplies at 20 Harrison Street, show liabilities of $79,855, nominal assets of $60,610, and actual assets of $15,968.

Thanksgiving in Buenos Ayres.

BUENOS AYRES, Oct. 13.—The end of the rebellion in Argentina was celebrated yesterday with a solemn Te Deum and elaborate military fetes. The Government is making strenuous efforts to suppress the wandering bands of brigands, who, since the dissolution of the rebellious armies, have been plundering the rural districts of the disturbed provinces. The administrative offices, which were demoralized by the rebellion, are being reorganized.

American in London Police Court.

LONDON, Oct. 13.—Charles Poole, an American, who was arrested in London on Oct. 7, was brought to the Bow Street Police Court to-day to answer the charge of having defrauded the United States Printing Company, in Indianapolis, United States of America. He was remanded for extradition.

ON THE LONDON EXCHANGE.

Mexicans, Americans, and Canadians Weak—Other Securities Firm.

Special Cablegram to The New-York Times.

LONDON, Oct. 13.—Mexicans, Canadians, and Americans were weak to-day. Other departments were firm.

Paris buying caused whatever there was of firmness, and cable reports of the Senate's adjournment caused the weakness.

Declines in Americans extended to 1 per cent. in the most active stocks, but transactions were small.

Bankers having Brazilian correspondents agree that Admiral Mello's chances are improving, and that his success will be of advantage to Brazil.

American railway securities were irregular in the London market. The principal changes were: Advanced—Canadian Pacific, ⅞, to 77¼; Erie, ¼, to 14½, and Kansas and Texas, ⅛, to 11½. Declined—Louisville and Nashville, ⅜, to 46½; St. Paul, ⅜, to 60⅞; Illinois Central, ¼, to 95¼, and Union Pacific, ⅛, to 18½. Atchison sold at 20, Lake Shore at 126½, Reading at 8¾, Northern Pacific preferred at 21, Wabash preferred at 15½, and Ontario and Western at 15⅛. British consols were quoted at 98¼ for both money and account.

Hanged to Extort Confession.

SALEM, Ill., Oct. 13.—Four brothers, all married, are accused of having tortured Frederick Smith by hanging him to the limb of a tree, with a view of causing him to confess that he had stolen several hundred dollars from their father, Daniel Holstlaw. One of the sons, D. W. Holstlaw, is a member of the State Legislature and a prominent merchant at Iuka. Smith will prosecute them.

$75,000 for a Boy's Legs.

DETROIT, Mich., Oct. 13.—The heaviest verdict for personal damage ever given here has been returned in the Wayne County Court against the Michigan Central Railroad Company. It is for $75,000, in favor of William Luckin, seven years old, who had both legs cut off by a Michigan Central train a year ago last April. His parents live in this city.

Bust of Alfred Tennyson.

LONDON, Oct. 13.—Charles Jenner, F. R. S., has given to the Tennyson family a bust of the late poet laureate. The bust represents the poet as he was at the age of forty-eight. It was executed by Thomas Woolner, R. A. It will be placed soon in Westminster Abbey.

Refuses to Extend the Suffrage.

MUNICH, Oct. 13.—The Bavarian Diet has rejected motions of the Socialists and Radicals to extend the suffrage to the less propertied classes.

UNITED STATES SUPREME COURT.

WASHINGTON, Oct. 13.—Supreme Court of the United States, Friday, Oct. 13. Present: The Chief Justice, Mr. Justice Field, Mr. Justice Harlan, Mr. Justice Gray, Mr. Justice Brewer, Mr. Justice Brown, Mr. Justice Shiras, and Mr. Justice Jackson.

No. 26—George I. Seney, trustee, appellant, vs. The Wabash Western Railroad Company.—Suggestion of death of George I. Seney, the appellant herein, and motion for leave to enter the appearance of Charles Moran, D. B. Halsted, and William H. Scott, Purchasing Committee as parties appellants, in the place of George I. Seney, deceased.—Submitted by Mr. A. G. Riddle in behalf of counsel.

No. 40—The Joliet Manufacturing Company, appellant, vs. The Keystone Manufacturing Company et al.—Appeal from the Circuit Court of the United States for the Northern District of Illinois.—Dismissed with costs pursuant to the tenth rule.

No. 14—Herman Sturm, appellant, vs. F. A. Boker et al.—Argued by Mr. John M. Butler and Mr. Solomon Claypool for the appellant and by Mr. Albert Baker and Mr. W. D. Guthrie for the appellees.

Adjourned until Monday at 12 o'clock.

THE DAY CALL for Monday, Oct. 16, will be as follows: Nos. 34, (and 35, 36, and 37,) 38, (30, 317, and 518,) 41, (and 49,) 42, 43, 44, (and 45,) 46, 47, 521, 822.

COURT OF APPEALS.

Cases Argued.—The following cases were argued before the Court of Appeals to-day: Hannah Clark, respondent, vs. George H. Bradley, as executor, appellant.—Argued by L. M. Sherwood for appellant, John H. White for respondent. Charles F. Mellish, as executor, respondent, vs. Thomas McMahon, appellant.—Dismissed, without costs. Frank Goff, an infant, respondent, vs. Frederick Akers, appellant.—Argued by James P. Merriam for appellant, Charles Steckler for respondent. Matilda A. Powers, an infant, respondent, vs. the village of Champlain, appellant.—Argued by R. Corbin for appellant, John H. Booth for respondent. Eliza Babcock, as administratrix, respondent, vs. The Fitchburg Railroad Company, appellant.—Argued by T. F. Hamilton for appellant, Martin I. Townsend for respondent. Harris Finkelstein, as administrator, respondent, vs. Claude Crave, appellant.—No one appeared for appellant, and judgment was affirmed, with costs. In the matter of the last will of John Gannon.—Submitted by appellants, argued by William F. Clare for respondents.

Motion calendar for Monday: Nos. 24, 671, 675, 678, 679, 680, 683, 684, 484, 686, 687, 551, 145, 603, 701.

Auction Sales of Stocks and Bonds.

LOUIS MESIER, Auctioneer.

REGULAR AUCTION SALE OF STOCKS & BONDS BY ADRIAN H. MULLER & SON. WEDNESDAY, OCT. 18.

At 12:30 o'clock, at the N. Y. Real Estate Salesroom, No. 111 Broadway, for account of whom it may concern.

$5,000 Marietta Mineral Railway 1 Mtg. 6 p. c. Gold Bonds, 1915.
$2,500 Hotel Savoy 2 Mtg. 6 p. c. Bonds, 1896.
7 shs. American Casualty Ins. & Security Co. Balt., Md.
20 shs. American Lithographic Co. 8 p. c. prefd.
$2,500 Kinderhook & Hudson Ry. 1 Mtg. 6 p. c. Gold Bonds, 1909.
$1,500 do. do. do.
$2,500 do. do. do.
$1,000 Central City Brick & Tile Co. 6 p. c. Gold Bond, 1911.
$1,000 do. do.
$3,000 Kalispell Water & Electric Co. 1 Mtg. Skg. Fund 6 p. c. Bonds, 1912.
3,620 shs. Central Appalachian Co., Limited, of Belgium, preference.
50 shs. Lewis & Fowler Girder Rail Co.
10 " Brooklyn Academy of Music, with ticket.
200 shs. Essick Printing Telegraph Co.
6 shs. Consumers' Hygiene Ice Manf. Co. Limited.
2,500 shs. Taylor Plumas Gold Mining Co.
$5,040,000 Philadelphia & Reading R. R. Co. Collateral Trust 5 p. c. Gold Bonds, due Jan. 1, 1912.
$1,000,000 Philadelphia & Reading R. R. Co. Income Mtg. Bonds, due Jan. 1, 1958.

LOUIS MESIER, Auctioneer.
RECEIVERS' SALE.
ADRIAN H. MULLER & SON
will sell at auction on
TUESDAY, OCT. 17,
at 12 o'clock, at the New-York Real Estate Salesroom, No. 111 Broadway.
By order of Messrs. MILES M. O'BRIEN and JAMES G. CANNON as RECEIVERS of the MADISON SQUARE BANK.
$5,000 N. Y. Concert Co. 1st Mtg. Bonds.
$6,000 Union Elevated R. R. 2d Mtg. Income Bonds.
$15,000 Prescott & Arizona Central R. R. 2d Mtg. Income Bonds.
$408,000 do. do. do.
$2,000 Prescott & Arizona Central R. R. 1st Mtg. Sinking Fund Bonds.
225 shs. Brooklyn Elevated R. R. Co.
30 shs. Madison Square Bank.
40 shs. Eastern Tinware Co.
30 shs. Manhattan Malting Co. (Montana.)
167 shs. East River Bridge Co.
1,000 shs. Laclede Gas Co.
10 shs. German American Real Estate Title Guar. Co.
247 1-11 shs. Prescott & Arizona Central R. R. Co.
100 shs. American Illuminating Co. of Hornellsville.
25 shs. Allegheny (Penn.) Gas Co.
200 shs. Utica Electric Light Co.
40 shs. German American Real Estate Title Guar. Co.
Messrs. GUGGENHEIMER & UNTERMYER, Attorneys for Receivers, No. 46 Wall St.

Meetings.

THE NEW-YORK ASSOCIATION FOR IMPROVING THE CONDITION OF THE POOR.
CENTRAL OFFICES, UNITED CHARITIES BUILDING, 105 EAST 22D ST.,
NEW-YORK, Oct. 13, 1893.
The annual meeting of The New-York Association for Improving the Condition of the Poor will be held on MONDAY next, the 16th day of October, inst., at 4 o'clock P. M., in the Trustees' Board Room (seventh floor) of the United Charities Building, 105 East 22d St., New-York City. By order of the President.
F. S. LONGWORTH, General Agent.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.
The annual meeting of the Stockholders of this Company, for the election of Directors and for such other business as may come before the meeting, will be held at the office of the Company, corner of Third and Smith Sts., in Cincinnati, Ohio, on Wednesday Oct. 25, 1893, at 10 o'clock A. M. The stock transfer books will close Oct. 5, 1893, at 3 o'clock P. M. and reopen at 10 o'clock A. M., Oct. 26, 1893.
E. F. OSBORN, Secretary.
CINCINNATI, Sept. 12, 1893.

Financial.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLLOWING list are arranged in the order of their Association number.

BANKS.

National City — 52 Wall Street
Chemical National — 270 Broadway
GALLATIN NATIONAL. CAPITAL, $1,000,000. SURPLUS, $1,600,000. 36 Wall Street
National Bank of Commerce — CAP. AND SURPLUS, $8,664,000. 29 NASSAU ST.
MERCANTILE NATIONAL. Capital, $1,000,000. Surplus Fund, $1,000,000. 191 Broadway
National Bank of the Republic — Wall Street and Broadway
Hanover National Bank — CAPITAL, $1,000,000. SURPLUS, $1,895,000. 9 AND 11 NASSAU STREET
The Nassau Bank — Corner Beekman and Nassau Streets
National Park Bank — 214 and 216 Broadway
Fourth National — 16 Nassau Street
Central National — 322 Broadway
Chase National — 15 Nassau Street
Fifth Avenue — Fifth Avenue, corner 44th Street
Lincoln National — 34 East 42d Street
Seaboard National — 18 Broadway
Eleventh Ward Bank — 147 Avenue D
Fourteenth Street Bank — 3 East Fourteenth Street
Hide and Leather National — 88 Gold Street

TRUST COMPANIES.

Continental Trust Company — 18 Wall Street
KNICKERBOCKER TRUST CO. CAPITAL AND SURPLUS, $1,000,000. 234 Fifth Av. and 18 Wall Street
Manhattan Trust Co. — 20 Wall Street
NEW-ENGLAND LOAN AND TRUST CO. The Debentures of this corporation are a safe 6 per cent. investment. 160 Broadway
New-York Security & Trust Co. — 46 Wall Street
THE STATE TRUST CO. CAPITAL AND SURPLUS, $1,800,000. 36 Wall Street
Washington Trust Company — 280 Broadway

Financial.

JAMES BOYS & CO.,
BANKERS AND BROKERS,
50 and 52 Exchange Place,
Rooms 18, 19, 20, and 21,
buy and sell stocks and bonds, grain and provisions, cotton and coffee, for cash or on margin. Private wires. Market letter mailed free on application.
Unlisted securities and trust company stocks a specialty.
Commercial paper, city and country notes dealt in.

OFFICE OF THE CANTON COMPANY,
Northeast corner Toone and Second Sts.
CANTON, Baltimore Co., Md., Oct. 13, 1893.
By resolution of the Directors, notice is hereby given to the stockholders that Twenty-five Thousand Dollars will be expended in the purchase of shares of its capital stock.
All offers to sell must be in writing and inclosed in sealed envelopes and indorsed "Proposals to sell stock."
All offers received before 12 o'clock noon on the 14th day of November, 1893, will be considered, and the said sum will be expended in the purchase of shares offered at the lowest prices, the company, however, reserving the right to reject any or all offers.
Such stock, when purchased, will be canceled in accordance with the charter.
W. B. BROOKS, President.

CHICAGO GAS
has not gone up 1 per cent. since we wrote our "Special" on it. Send for a copy, also for our circular and daily market letters, which please all who read them.
T. E. WARD & CO.,
31 and 33 Broadway.

Dividends.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.
OFFICE OF THE TREASURER,
NEW-YORK, Sept. 27, 1893.
The Board of Directors of this company, at a meeting held this day, declared a dividend of ONE AND ONE-QUARTER PER CENT. on its capital stock, payable at this office on the 16th day of October next, to stockholders of record at the closing of the transfer books on the 30th inst.
E. V. W. ROSSITER, Treasurer.

CINCINNATI, SANDUSKY & CLEVELAND RAILROAD COMPANY.
OCT. 9, 1893.
The semi-annual dividend of Three Per Cent. will be paid on the preferred stock of this company on Nov. 1, 1893, at the office of Messrs. Drexel, Morgan & Co., New-York.
Transfer books will close Oct. 20, 1893, and will reopen Nov. 2, 1893, at 10 o'clock A. M.
F. D. COMSTOCK, Treasurer.

RAILWAY EQUIPMENT COMPANY OF MINNESOTA.
The Board of Directors of this company has declared a dividend of THREE PER CENT. (3 per cent.) for the six months ending Oct. 31, 1893, payable Nov. 1 to stockholders of record Oct. 19, in New-York, at the office of Maitland, Phelps & Co., and in London at the office of C. J. Hambro & Son.
GERALD L. HOYT, Treasurer.
NEW-YORK, Oct. 10, 1893.

CENTRAL RAILROAD COMPANY OF NEW-JERSEY,
143 LIBERTY ST.,
NEW-YORK, Oct. 9, 1893.
A dividend of ONE AND THREE-QUARTERS per cent. has this day been declared, payable Nov. 1. The transfer books will be closed from Monday, Oct. 16, till Wednesday, Nov. 1.
J. W. WATSON, Treasurer.

Elections.

GENERAL OFFICE OF THE AMERICAN TYPE FOUNDERS' CO.,
39 and 41 Cortlandt St.
NEW-YORK, Oct. 12, 1893.
NOTICE OF ADJOURNED ANNUAL MEETING.
The annual meeting of the stockholders of the American Type Founders' Company was held at the office of the company, 800 Broad St., in the City of Newark, State of New-Jersey, on Tuesday, Oct. 3, 1893, and was adjourned, to reconvene at same place on Wednesday, Oct. 25, 1893, at 11 o'clock A. M., when three Directors will be elected to take the place of those retiring, and such other business will be transacted as may come before the meeting.
A. T. H. BROWER, Secretary.

OFFICE OF THE DENVER AND RIO GRANDE RAILROAD COMPANY.
NEW-YORK, Sept. 15, 1893.
The annual meeting of the stockholders of this company for the election of Directors, and for the transaction of such other business as may be brought before it, will be held at the principal office of the company in Denver, Col., on the third Tuesday of October next, (being the seventeenth of said month,) at 12 o'clock noon.
The transfer books will be closed from the evening of Oct. 2, 1893, until the morning of Oct. 23, 1893.
By order of the Board of Directors.
WILLIAM WAGNER, Secretary.

THE ANNUAL MEETING OF THE STOCKholders of the J. Chr. G. Hupfel Brewing Company, for the election of five Trustees and three Inspectors of Election, and the transaction of such other business as may come before the meeting, will be held at the office of the company, No. 229 East 38th St., in the City of New-York, on the 19th day of October, 1893, at 10 A. M.
By order of the Board of Trustees.
ANTON C. G. HUPFEL, Secretary.

A MEETING OF THE STOCKHOLDERS OF the Nyack and Northern R. R. Co., for the purpose of electing Directors and transacting such other business that may come before them, will be held at the office of the company, 187 West St., New-York City, on Thursday, Nov. 2, 1893, at 10 A. M. The polls will remain open one hour.
JNO. J. DUFF, Secretary.
Oct. 14, 1893.

IN THE REAL ESTATE FIELD.

Details of Some Private Sales of Residence Property.

Mr. Carl J. Rosenfeld of Niblo's Theatre has purchased from Louis Dryfoos the four-story brownstone dwelling, 39 East Sixty-fourth Street, north side, between Madison and Park Avenues, 20 by 100, on private terms.

Messrs. E. H. Ludlow & Co. have sold the Landon residence at 428 Fifth Avenue, west side, between Thirty-eighth and Thirty-ninth Streets. The house is a four-story brownstone front, 25 feet by 100, and was bought by Mr. Charles G. Landon of William Post on Sept. 27, 1879, for $75,000. The price paid now is not stated, but it is doubtless double what was paid for it fourteen years ago.

Messrs. Henry D. Winans & May have sold for Dr. J. S. White of the Berkeley School the four-story brownstone dwelling 8 East Forty-fourth Street, 25 by 65, with extension of 100, for $75,000 cash; for Samuel Hammerslough the similar dwelling, 41 East Sixtieth Street, 20 by 60 by 100, for $36,500; for W. E. Dennis, the three-story brownstone dwelling, 318 West Eighty-ninth Street, 20 by 60 by 100, for the stated consideration of $35,000, and for Mrs. Rachel B. Brown, on private terms, the Columbia College leasehold building, 21 West Forty-eighth Street, 25 by 60 by 100.

Mr. Andrew Powell has sold for John C. Heney to Mrs. Rosalind S. Richmond the four-story brick and stone house, 21 by 70 by 80, at the northeast corner of West End Avenue and West Ninety-second Street, for the stated consideration of $38,000.

The purchasers of the Glenham Hotel property, at 153 and 155 Fifth Avenue, are Messrs. Charles Scribner's Sons, who will erect a business building on the site at a cost of $200,000.

Yesterday no auction sales were held and none are scheduled for to-day.

New Buildings and Alterations.

There were filed in the Building Department yesterday plans for the following buildings and alterations:

By the New-York Central and Hudson River Railroad Company, for a two-story brick storage warehouse on the north side of Westchester Avenue, 179 feet east of Brook Avenue, $9,500.

By the Society of the Home for Incurables, for a two-story frame structure on the east side of Third Avenue, 250 feet south of One Hundred and Eighty-second Street, $2,200.

By R. C. Richmond, alterations to a four-story brick dwelling at 150 West Thirty-fourth Street, $2,000.

By Patrick J. Connell, alterations to a four-story brick dwelling at 440 Eighth Avenue, $1,000.

Recorded Real Estate Transfers.

Friday, Oct. 13.

Rutgers Place, n s, 85.9 ft e of Jefferson St, 4x20; Augusta Minisman and another to Baruch D. Keplan and another....100
Wooster St, 208 and 210; Oscar L. Richard and another to Sigismund B. Steinmann....1
7th St, n s, 275 ft e of 2d Av, 25x97; Sigismund B. Steinmann to Oscar L. Richard....4,000
2d St, 225; George Fennell and another to Conrad F. Eckhardt....9,000
2d St, 227; Conrad Eckhardt to George Fennell and others....9,000
Avenue C, w s, 21.5 ft n of 6th St, 19x83; Henrietta De Vrees and others to Adeleid Tancoorn....1
15th St, s w s, 120 ft n w of 2d Av, 27x103; Alfred L. Squire and another to Cornelia L. Page....1
Same property; Mary T. Squire and another to Cornelia L. Page....1
Avenue C, w s, 46 ft n of 16th St, 23.6x—; Louis Eisele and another to John Eisele....13,500
15th St, s w s, 120 ft n w of 2d Av, 27x103; Newtown Squire and another to Cornelia L. Squire....1
Same property; George H. Squire and another to Cornelia L. Page....1
West End Av, n e corner of 92d St, 22x80; William H. Harris and another to Roselind C. Richmond....34,700
Same property; Harford B. Kirk to J. C. Heney....1
69th St, s s, 156 ft w of 10th Av, 31.3x100.5; R. Duncan Harris to Francis M. Breese....31,050
69th St, s s, 125 ft w of 10th Av, 31.3x100.5; same to same....30,850
69th St, s s, 218.9 ft w of 10th Av, 31.3x100.5; same to same....31,150
50th St, 533 West; Philip Wesienfelder and another to Robert Grier and another....1
93d St, s s, 250 ft w of 1st Av, 25x100; James McLoughlin to Samuel Erier and another....19,500
56th St, 21 East; Emile Wallace to Andrew J. McCabe....1
1st Av, s e corner of 63d St, 25.5x81.5; Conrad L. Heusner to Annie Heusner....1
5th Av, 587; John W. Sterling to Central Trust Company, executor....200,000
152d St, s s, 445 ft w of 5th Av, 15x99.11; Anna M. Blake to Dennis Quinn....500
114th St, n s, 555.9 ft w of 3d Av, 17x100; John Meehan and another to Julia O. Meehan and others....1
107th St, s s, 100 ft e of 5th Av, 96.3x100.11; Susan Jacobus to Eliza A. Blackwell....1
107th St, s s, 196.3 ft e of 5th Av, 100.11x123.8; Susan Jacobus to James McCreery....1
107th St, s s, 100 ft e of 5th Av, 96x100.11; Thomas H. Flaherty to Susan Jacobus....1
West End Av, 805; Increase M. Grinnell and another to George W. Cummings....29,250
Boulevard, w s, 99.11 ft s of 131st St, 50x75; Pauline Simon to Hudson Realty Company....10,000
117th St, 268 and 270 West; Henry W. Schreiber and another to Louis Beer and another....1
Edgecombe Av, e s, 94.4 ft n of 145th St, 50x64.11; Elizabeth Maloy to Christian Wynen....600
8th Av, w s, 75 ft n of 147th St, 50x99.11; Julius Muller and another to Charles A. Turner....1
Hall Place, e s, 313 ft s of 167th St, 30x64; Henry Lichtig to Max C. Baum and another....400
Fort Independence St, w s, 27x192; George P. Smith to Marie E. Smith....800

Recorded Mortgages.

Banker, Danforth, to F. J. Middlebrook; n s of 136th St, w of 8th Av, 3 years....$7,500
Barry, James T., and wife to J. G. Wettchen; s s of 135th St, e of Willis Av, 3 years....10,000
Breese, Francis M., to James Chambers and others; s s of 69th St, w of Amsterdam Av, 1 year, (three mortgages)....70,000
Brown, James, and wife to the Bradley & Currier Company, Limited; n s of 91st St, e of Amsterdam Av, 1 year, (two mortgages)....5,150
Burton, Anna A., and another to Tremont Building and Loan Association; n s of Kemble St, w of 2d St....2,000
Chaffee, Harry, to New-York Realty Company; n s of 70th St, w of 10th Av, 1 year....3,000
Comstock, Lydia J., to Metropolitan Trust Company of the City of New-York; Madison Av., n w corner of 75th St, 3 years....19,000
Cummings, George W., to I. M. Grinnell; w s of West End Av, n of 104th St, 1 year....5,000
Eisele, John, to Louisa Eisele; w s of Avenue C, n of 16th St, 2 years....3,620
Esler, Samuel, and wife to John McLaughlin and another; s s of 93d St, w of 1st Av, 3 years, (two mortgages)....5,000
Foeller, Frederick W., and wife to United States Trust Company; n s of 7th St, w of 2d Av, 3 years....10,000
Fay, Michael, and another to M. L. Reed; 131 Henry St, 3 years, (two mortgages)....50,000
Fisher, Isabella H., to F. J. Middlebrook; e s of 9th Av, n of 34th St, demand....5,000
Franke, Edward, and another to Albert Franke; s s of 114th St, w of 5th Av, 1 year....20,000
Grinnell, Increase M., and wife to the Washington Life Insurance Company; w s of West End Av, n of 104th St, 3 years, (two mortgages)....36,000
Haddenhorst, Jemima, to Johanna Weinheimer; 119 Christopher St, 2 years....1,000
Harris, William H., and wife to Zoller Lumber Company; West End Av., near 92d St, 2 years....4,700
Hellenbrand, Elizabeth, to Mary Moore Hellenbrand; n s 94th St, w of Columbus Av, 2 years....3,000
Helgers, Jeanette, to Alexander Walker and another; n s of 104th St, w of Manhattan Av, installments....6,000
Same to Caroline L. Macy; n s of 104th St, w of Manhattan Av, 5 years....21,000
Jacob & Skinner Realty Co. to the General Theological Seminary of the Protestant Episcopal Church; w s of Amsterdam Av, n of 70th St, demand....2,800
Krauss, George V. and others to J. C. West, guardian; n s of Webster Av, w of Scott Av, 2 years....800
Lynch, Robert V., to R. J. Hoguet; e s of St. Nicholas Av, s of 159th St, installments....2,300
Same to Josephine Chedsey; e s of St. Nicholas Av, s of 159th St, 1 year....3,000
Heid, Ferdinand H., and wife to J. W. Conrow, trustee; e s of Lafayette Place, n of 4th St, 1 year....35,000
McClosh, Andrew J., to Emilie Wallace; s s of 56th St, w of Madison Av, 1 year....3,000
McAnerney, Amelia A., to F. A. Strong; s s of 162d St, w of Webster Av, 5 years....3,500
Osnowitz, Jacob, and wife to E. A. Watson; 283 Madison St, 3 years....20,000
Steinmann, Sigismund B., and wife to O. L. Richard; e s of Wooster St, n of Bleecker St, 1 year....8,319
Stederoth, Peter, and wife to Charles Dorn and another; s s of 146th St, e of 10th Av, 5 years....8,000
Taylor, John D., and wife to George W. Ruddell; n s of 122d St, w of Lenox Av, 1 year....2,000

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

36th St, 33 West; Thomas Goodwin against John Shulte, owner; Allen Brothers & Co., contractors....$65
148th St and Courtlandt Av, s w corner; J. B. McCoy & Co. against Anna T. Dale, owner; James A. Dale, agent....155
114th St, 304 and 306 West; Herman Swartz against J. C. Perry, owner and contractor....53
75th St and Western Boulevard, s w corner; same against same....47
Daly Av, w s, 195 ft s of Samuel St, 50 feet front; Jacob Schneider, owner, Frank Breiner, contractor....106
3d Av, 3,283; Bingham Brothers against Hynes & Kruse, owners, Lenz & Vogel, contractors....125
Madison St, 327; Patrick Duffey against Jacob Weinstein, owner, Lomonte, Fortunato & Co., contractors....10
59th St., n s, 100 ft w of Avenue A, 175x100; Climax Powder Company against Koch & Bauzer, owners, M. G. Carretta & Co., contractors....176

Brooklyn Real Estate for Sale.

FOR SALE—In Brooklyn, houses just being completed on Dean St., near Brooklyn Av., Nos. 1,251 to 1,259; these houses are three and three and one-half stories and basement, 20x72x107, with 16 rooms; fifteen minutes from bridge via Kings County Elevated Road; if you are looking for a thoroughly good modern dwelling house in a first-class neighborhood, examine the above before purchasing elsewhere; also No. 1,249 Dean St., the only remaining house of those completed last Spring. Apply on premises or of ARTHUR G. STONE, 1,262 Dean St.

Real Estate Wanted.

WANTED—For a customer having $75,000 in cash, a down-town business property; must be a bargain. Send full particulars to JAMES L. LIBBY & SON, 79 Cedar St.

Country Real Estate for Sale.

It is a comparison never to be forgotten that, while there are in the savings banks of New-York and Brooklyn no less than 455 millions of dollars, in New-York City, out of a population of 1,600,000, no less than 1,200,000 people live in apartments and tenements for which they pay rent to others, and that the greater part of the $455,000,000 of savings-banks deposits is money of these rent payers.

These figures imply two things—an enormous volume of rent payment on the one hand and a singular misdirection of savings on the other. It is clear that if the savings were directed to the reduction of the amount of rent, the economy and profit would both be very great. The savings banks rarely pay 4 per cent., while the tenants pay at least 10 per cent. This difference of 6 per cent. is a fixed charge of a serious nature to the community generally; to the individual it is disastrous. The constant drain for rent makes his struggle hopeless, and without some attempt to be free, many a man is doomed forever to be a slave to his landlord.

How will he provide for his family in the future if, month by month, so large a proportion of his earnings must be paid for a place of shelter in which to sleep and eat?

Is it not better to break away from existing conditions, which are so hard and hopeless, and buy a couple of lots at Giffords-by-the-Sea, on Thursday afternoon, the 19th inst., thus making a move toward getting a home of your own? If you could buy two lots, say, for $300, and build a house for, say, $1,500, your investment would amount to $1,800. The interest at the savings bank of 4 per cent. on this sum is only $72. It would cost $60 a year for a commutation ticket, so that the total expense of interest and fare would be $142 per year. By reason of the improvements in the place and the scarcity of land, and its nearness to the city, your property would constantly increase in value. Where in the whole range of expenditure can so much be got for so little outlay—a home of one's own—as at this delightful spot? Get a pass and take a look at this choice property.

Maps, terms of sale, &c., can be had from David Bennett King, trustee, No. 44 Pine St.; H. T. Metcalfe & Sons, auctioneers, 145 Broadway; Erastus Wiman, 1 Broadway; Folsom Brothers, 826 Broadway; Chris. Heiser, 59 Liberty St.

Best trains week days, 10:30, 11:30 A. M., and 1:30 and 3:30 P. M. On Sundays on the hour.

Special trains on day of sale will leave at 1 and 1:30 P. M.

City Real Estate for Sale.

INSURE YOUR TITLE.

An abstract is worthless as a protection.

It is a mere opinion based on such facts as the examiner has happened to learn relating to the title.

4.

It is what a wealthy woman obtained when she bought, in 1874, for $200,000., a valuable corner on Murray Hill, 100 feet square. She bought the property from the widow and sole devisee of a well known man who died in 1866. The proceedings for the probate of his will seemed regular and some fourteen pieces of valuable property in New-York, besides the piece in question, were disposed of by the widow, and the titles approved again and again by careful lawyers.

The testator left two infant children, and it has recently been discovered that there was an error in the proceedings to probate the will, in stating the ages of the children, and that one of them was born five months after the making of the will and so inherited one-half of the property in spite of the will. The widow got good title to only one-half under the will, instead of to the whole, and the various purchasers from her got only her interest, by the deeds which they accepted and for which they paid as if they were getting the whole. The various abstracts of title with opinions of counsel attached, to the effect that the purchasers were getting a good title in fee simple, in each case, have been very little consolation to the surprised and disappointed owners.

TITLE GUARANTEE AND TRUST CO

Offices { 55 Liberty St., N. Y.
N. E. corner 58th St. & 7th Av., N.Y.
26 Court St., Brooklyn.

CAPITAL AND SURPLUS, $2,701,084.

AUCTIONEER. AGENT.

Geo. R. Read,
REAL ESTATE,
9 PINE ST., ASTOR BUILDING.
BROKER. APPRAISER.

63D ST., CLOSE TO 5TH AV.—Four-story, brownstone, 20 feet 6 inches wide, for sale low; owner going abroad. ALFRED E. MARLING, sole agent, 64 Cedar St.

City Flats To Let—Unfurnished.

Rents, $40 to $70

A.—THE LORING.
Boulevard and West 74th St., Amsterdam Av. Roomy, light, well-ventilated apartments, with steam heat, mirrors, open fireplaces, door service, &c.; reasonable rents; first-class service; immediate occupancy or Oct. 1. Apply on premises or to J. E. WHITAKER, 278 Boulevard, near W. 74th St.

BALMORAL,
Lenox Av., 113th and 114th Sts., (entire block.)
SELECT FAMILY HOTEL.
Coaches in attendance at 116th St. L Station.

APARTMENTS IN FIRE-PROOF BUILDING, 120 East 34th St.; elevator, electric light, liveried servants. Apply on premises.

Boarders Wanted.

1. NEAR THE WINDSOR.—Bright, cheerful, unusually large third-story, front room; superior ventilation; bath same floor; parlor dining room; references. 72 West 46th St.

1.—HANDSOMELY-FURNISHED FLOOR, OR separately; also rooms for gentlemen, with board; references. 34 West 51st St.

21ST ST., 34 EAST.—Handsomely-furnished rooms, with board; families and gentlemen; references.

22D ST., 26 WEST.—Parlor floor, handsomely-furnished, for small family; private table; references.

36 IRVING PLACE, OPPOSITE THE WESTminster Hotel.—Handsomely-furnished rooms to let, without board, to gentlemen.

39TH ST., 45 WEST.—Elegantly-furnished suites and single rooms; superior table; references.

47TH ST., 16 TO 20 EAST.—Choice rooms, en suite or singly; superior table; parlor dining room; references.

57TH ST., 140 WEST.—Handsomely-furnished rooms, with board; references.

434 MADISON AV.—Very desirable third floor front room; large closets; also hall room; references.

MADISON AV. CORNER, 24 EAST 75TH ST.—Handsome rooms, en suite or singly; appointments strictly first-class.

Furnished Rooms.

35TH ST., 237 EAST.—Furnished rooms to let; private house; also for light housekeeping.

43 WEST 18TH ST.—Handsome apartments; private bath; meals if desired; first-class parties; gentlemen preferred.

62 WEST 46TH ST.—Handsomely-furnished rooms to rent; breakfast if desired.

63D ST., 127 EAST.—Private family would let large comfortably-furnished front room.

105 WEST 47TH ST.—Private family have nicely-furnished desirable rooms for gentlemen, without board; reasonable.

114 COLUMBIA HEIGHTS, BROOKLYN.—Handsome furnished rooms; beautiful location; five minutes' walk from bridge, Fulton, Wall, and Annex Ferries; restaurant and eating houses close at hand; terms moderate.

AT 121 5TH AV., (Wallace's restaurant,) large and small rooms, handsomely furnished.

Unfurnished Rooms.

BALMORAL,
LENOX AV., 113th and 114th Sts., entire block.
SELECT FAMILY HOTEL.
Coaches in attendance at 116th St. L Station.

Excursions.

THE ERIE IS THE ONLY LINE WHOSE TRAINS ARE PROTECTED BY BLOCK SAFETY SIGNALS THE ENTIRE DISTANCE, NEW-YORK TO CHICAGO.

"MANHATTAN DAY"
AT THE
WORLD'S FAIR.
Special excursion trains via
ERIE LINES
will leave New-York, Chambers St., at 10:15 A. M., and West Twenty-third St. at 10:10 A. M.,
WEDNESDAY, OCT. 18,
THURSDAY, OCT. 19,
arriving in Chicago early next afternoon.
ONLY **$15.00** FOR THE ROUND TRIP.
RETURNING LEAVE CHICAGO AT 2 P. M., OCT. 23 AND 24, ON SPECIAL TRAINS VIA EITHER DIRECT LINE OR
NIAGARA FALLS.

For the excursion of Wednesday, Oct. 18, the Erie will also sell excursion tickets good returning on any train leaving Chicago on or before Friday, Oct. 27, at $18 for the round trip, with privilege of returning via Niagara Falls.

These excursion trains will be composed of new and elegant coaches, with high-back seats, and will be in charge of experienced excursion agents. Uniformed porters will be on the trains to attend to the wants of the excursionists, and special coaches will be assigned to families and ladies without escort.

The Erie's last ten-day excursion at rate of $18 from New-York will be run on Oct. 25.

Excursion tickets can be obtained from ticket agents at 401, 261, 291, 849, and 957 Broadway, 156 East 125th St., Chambers St. and West 23d St. stations; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City station.

COOK'S TOURS
CALIFORNIA.

Three special parties will leave New-York on Oct. 23, Oct. 30, and Nov. 20, respectively, for the principal resorts of California. The first party spending ONE WEEK AT THE WORLD'S FAIR.

Egypt, the Nile, and Palestine.

Select parties at frequent intervals during the season visit Algiers, Cairo, First Cataract of the Nile, Jaffa, Jerusalem, the Jordan, Dead Sea, Galilee, Damascus, Baalbec, Constantinople, Athens, &c., &c. Camp equipment in Palestine perfect.

WORLD'S FAIR.

INTENDING TRAVELERS TO CHICAGO ARE INVITED TO CALL UPON US FOR INFORMATION REGARDING CHICAGO AND HOW TO GET THERE.

Tickets at existing rates on sale over the following trunk lines:
Baltimore and Ohio R. R.
Erie Lines.
Lehigh Valley R. R.
New-York Central and Hudson River R. R.
Pennsylvania R. R.
Also sleeping-car accommodations. We have every facility for all classes of travelers.
Programmes and full information free from
THOS. COOK & SON,
261 and 1,225 Broadway, New-York.

Real Estate at Auction.

W. E. TAYLOR, Auctioneer.

ASSIGNEE'S SALE AT PALISADES PARK.

AUCTION TUESDAY, Oct. 17, 2 P. M.

By order of A. Fred Silverstone, Assignee.

ON THE PREMISES AT PALISADES PARK, 50 IMPROVED and CHOICE BUILDING SITES, hitherto reserved from sale on account of their elegant location and prospective value, but now offered to meet the necessity of the case for the benefit of creditors. Sale positive and without reservation to the highest bidders. Being only 40 minutes from New-York City Hall, via Erie Ferry, and 45 minutes via West Twenty-third St. Ferry, only 24 minutes by railroad from Jersey City Erie Ferry, with a ten-cent commutation rate, (including ferriage,) this is the most comfortably accessible locality within the suburbs. With a fine depot, express office, Post Office, stores, new schoolhouse, stone sidewalks, water in pipes, sewerage, shade trees, and fine broad avenues, this village offers attractions of an unusual order. Maps and free passes can be had by addressing

BENJAMIN W. HITCHCOCK,
14 Chambers St., New-York.

J. J. GLEASON, Attorney.

City Houses To Let—Unfurnished.

BALMORAL,
LENOX AV., 113th and 114th Sts., entire block.
SELECT FAMILY HOTEL.
Coaches in attendance at 116th St. L Station.

Apartments To Let—Furnished.

Hotel Renaissance,
43D ST., WEST OF 5TH AV.,
Several apartments, furnished and unfurnished, for rent.

Apartments To Let—Unfurnished.

UNFURNISHED APARTMENTS TO LET IN absolutely fire-proof house, No. 12 West 18th St.; immediate possession. Inquire of janitor.

The Turf.

MORRIS PARK.
NEW-YORK JOCKEY CLUB.
FALL MEETING, LAST DAY.
SIX RACES EACH DAY, BEGINNING 2 P. M.
Take 2d Av. L Road to Willis Av. and 132d St., where special trains connect direct to track.
Trolley cars every minute direct to grand stand from 3d Av. and 129th St. Fare 10 cents.
FIELD FREE.

LINDEN PARK, NEW-JERSEY, RACES!!!
Opening Day, Monday, Oct. 16.
Continuing daily until Thursday, Oct. 26.
Six races each day. Commencing at 2 P. M.
Trains by Pennsylvania Railroad from Cortlandt and Desbrosses Sts. at 6:30, 8:10, 9:10, 10:00 A. M., 12:10, 12:40 special, 1:00 special, and 1:30 P. M. special. Annex boat from Brooklyn 20 minutes earlier. Fare, round trip, including Grand Stand Badge, for Gentleman, $1.50; for Lady, $1.00.

INSTRUCTION ADVERTISEMENTS.

Schools—City.

Young Men and Boys.

COLUMBIA GRAMMAR SCHOOL,
34 AND 36 EAST 51ST ST.
130TH YEAR.
PREPARES BOYS FOR ALL COLLEGES, SCIENTIFIC SCHOOLS, BUSINESS.
PRIMARY DEPARTMENT, GYMNASIUM.
Dr. R. S. BACON, A. M., LL. B.
B. H. CAMPBELL, A. M.

KINDERGARTEN DEPARTMENT OF THE Teachers' College.—A two years' course required; number of students limited; privilege of electing work in ten departments of the college. Applications may be made at once for places in the class beginning September, 1894. For entrance in the present year, application may be made not later than Oct. 20. Circulars sent to applicants.
9 University Place,
New-York City.

MESSRS.
WILSON & KELLOGG'S
SCHOOL.
No. 622 FIFTH AVE., near 50th St.
A school of High Grade, preparatory to any college, scientific school, or business. Gymnasium.
A CLASS FOR LITTLE BOYS.

COLLEGIATE SCHOOL, Founded 1633.
241 AND 243 WEST SEVENTY-SEVENTH ST
Boys prepared for College and for Business. Primary department, Gymnasium, Military drill under U. S. Army officer. Reopens Sept. 28.
L. C. MYGATT, Head Master.

CHAPIN COLLEGIATE SCHOOL,
721 Madison Av., (64th St.) 74th year begins Sept 27. Boys fitted for college or business. Well-equipped gymnasium.
Primary department, under careful instruction.
HENRY B. CHAPIN, D. D., Ph. D., Principal.

YALE SCHOOL,
51 WEST 51ST ST.
Prepares for all colleges and for business.
WM. C. READIO. L. E. BROWN.
Opens Sept. 27, 1893.

WEST END SCHOOL. 113 West 71st St.
SEVENTH YEAR BEGINS OCT. 2.
Chester Donaldson, Prin.; Jonathan Dickinson, Jr., Vice Prin. Office hours, 8 to 11 A. M., 5 to 8 P. M.

LANGUAGES.
THE BERLITZ SCHOOL OF LANGUAGES;
Madison Square, (25th St. and Broadway.)
Branches in leading American and European cities.
Best instruction, reasonable fee, term begins now.

DWIGHT SCHOOL,
1,481 BROADWAY, (NEAR 43D ST.,)
a superior preparatory school for boys; careful preparation for all colleges, scientific schools, and for the Regents' examination.
HENRY C. MILLER, ARTHUR WILLIAMS, } Principals.

DR. E. D. LYON'S CLASSICAL SCHOOL,
576 5TH AV., (removed from 6 East 47th St.,)
Reopens Sept. 28.
Thorough preparation for college or business.
Number limited. Primary department.

WOODBRIDGE SCHOOL. 12th year.
417 MADISON AV. REOPENS OCT. 2.
NO JUNIOR DEPARTMENT.
J. WOODBRIDGE DAVIS. DAVID A. CENTER.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the class-rooms after Sept. 18, 9 to 1.

NEW-YORK CITY, 423 Madison Av.
J. H. MORSE'S SCHOOL.
Autumn term begins Oct. 2. Thorough preparation for all colleges. Principal at home after Sept. 18.

IRVING SCHOOL, (BOYS,) 20 WEST 59TH ST.
LOUIS DWIGHT RAY, M. A.
Gymnasium. All Departments. Private Classes in Gymnastics, Languages, & Mathematics, 3 to 5 P. M.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited; especial care with backward boys. 11th year.

CLASS FOR BOYS, 22 EAST 54TH ST., REopens Oct. 4. Circulars sent on application. Fourteenth year. THE MISSES GRINNELL.

Young Ladies and Children.

MADEMOISELLE VELTIN,
DAY SCHOOL FOR GIRLS,
160-162 WEST 74TH ST.,
Will reopen Oct. 5 at the new specially-constructed
FIRE-PROOF SCHOOL BUILDING.
Kindergarten conducted in FRENCH.

MISS PEEBLES AND MISS THOMPSON'S BOARDING AND DAY SCHOOL FOR GIRLS,
32 and 34 East 57th St., New-York.
Re-opens Thursday, Oct. 5th. Primary, Preparatory, Academic Departments. College Preparation. All classes in charge of specialists.

MADAME A. C. MEARS'S ENGLISH AND French boarding and day school for young ladies and children, 222 Madison Av., New-York, will reopen Monday, Oct. 2, 1893. French is the language of the family and school; special classes in art, and French conversation; English, French, and German primary department. Students prepared for college. Fifty-third year.

THE MISSES ELY'S SCHOOL FOR GIRLS,
REOPENED OCT. 3.
RIVERSIDE DRIVE.
85TH AND 86TH STREETS, NEW-YORK.

MISS MARY HARRIOTT NORRIS.
CLASSES IN HIGHER ENGLISH.
117 WEST 58TH ST.

MISS WALKER'S SCHOOL FOR GIRLS,
148 Madison Avenue.
Reopens Oct. 2. Number limited.
School hours from nine to one. Primary class from nine to twelve. No home study for pupils under fourteen who remain until two o'clock.

THE SALISBURY SCHOOL FOR GIRLS, Central Park Plaza, 741 5th Av., New-York.—Boarding and day school; primary, intermediate, college-preparatory, and finishing. Mrs. Salisbury personally in charge. Individual instruction; light rooms. Reopens Wednesday, Oct. 4.

THE SIMMONS SCHOOL,
1,010 Madison Av., 28 East 78th St.,
BOARDING AND DAY SCHOOL FOR GIRLS.
Primary, Academic, Collegiate. Certificate admits to the leading colleges for women. Reopens Oct. 2.

MISS S. D. DOREMUS'
BOARDING AND DAY SCHOOL FOR GIRLS,
735 MADISON AV.
REOPENS OCT. 5.

THE MISSES MERINGTON
French and English school reopens Oct. 2.
Resident pupils.
183 Lenox Av., near 119th St.

HOME BOARDING AND DAY SCHOOL FOR GIRLS, 607 5th Av.
Thirty-sixth year begins Oct. 3.
Rev. Dr. and Mrs. Charles H. Gardner, Principals.

THE MISSES GRINNELL'S
Day School for Girls, 22 East 54th St., reopens Oct. 5. Primary, Academic, and Collegiate Departments. Special courses. Kindergarten, Oct. 10.

MRS. AND MISS BOYCE.—School for girls and little boys; primary and intermediate; girls prepared for college by Columbia graduate. 973 Park Av.

MISS L. WINTHROP KOUES'
School for girls removes from 153 West 70th St. to 128 West 70th St.

MISS GIBBONS' SCHOOL FOR GIRLS, MRS. SARAH H. EMERSON, Principal. A few boarding pupils taken. Reopens Oct. 4. 55 West 47th St.

MISS BRAGG'S SCHOOL FOR GIRLS REopens Monday, Oct. 2. Classes for little boys. 1,509 Broadway.

AT MISS PERRIN'S, 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

MISS BALLOW'S SCHOOL FOR GIRLS.—Miss M. S. Morgan, Miss E. F. Gallaudet, Principals. Reopens Oct. 5. 24 East 22d St.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

VAN NORMAN INSTITUTE FOR YOUNG ladies and children, (founded 1857,) 280 West 71st St. Mme. VAN NORMAN, Principal.

PRIVATE KINDERGARTEN.—Miss Randolph and Miss Pond will open their kindergarten Oct. 9. 651 Boulevard West, (corner 92d St.)

THE MISSES PERINE'S SCHOOL FOR GIRLS, 44 East 78th St., next corner Madison Av. Resident Pupils. 4th Oct. Special Studies.

MISS WARREN'S DAY SCHOOL FOR GIRLS, 108 West 81st St.—Primary, intermediate, academic. Class for boys in the primary department.

MISS JAUDON'S SCHOOL, 343 MADISON Av., reopens Oct. 4. Primary classes. College preparation. A few resident pupils.

Schools—Country.

Young Men and Boys.

COLEMAN
BUSINESS COLLEGE, NEWARK, N. J.
832 TO 840 BROAD ST.
NEWARK & N. Y. R. R. BUILDINGS.
Enlarged and improved facilities.
Unsurpassed advantages.
BEST SHORT-HAND AND TYPE-WRITING SCHOOL IN THE STATE.
Rate low. Address for catalogue or College Journal, H. COLEMAN, President, (Central R. R. Buildings,) Newark.

THE LAWRENCE SCHOOL FOR BOYS AND Girls.—A limited number of boys taken in the master's home. HERBERT D. PETTIT, M. A., Master, Lawrence, L. I.

Young Ladies and Children.

$155 YEARLY BOARD, TUITION; Seminary, girls; Military College, boys, young men. Address EPISCOPAL SCHOOLS, Haddonfield, N.J.

Teachers.

VISITING TUTOR.—English university man (classical and mathematical honors) offers his services in this capacity; experienced teacher; best references. A. M. Cantab, Box 151 Times.

A YALE GRADUATE, EXPERIENCED tutor, wishes private pupils; highest references. Address Yale, Box 130 Times.

GERMAN LANGUAGE, CONVERSATION, Literature.—Best instruction; pupils prepared for college. M. B., 68 West 19th St.

PRIVATE TUTOR.—Graduate of Oxford, England; many years' experience; best city references. R. JOHNSON, 42 Washington Square.

Hotels.

HOTEL VENDOME
American and European Plan.
This house is fireproof and absolutely safe.
Parlors en suite, with porcelain baths.
SINGLE ROOMS WITH OR WITHOUT BATH.
DINING ROOMS ON TOP FLOOR.
BROADWAY AND 41ST ST., NEW-YORK.

HOTEL GRENOBLE,
56TH, 57TH STS. AND 7TH AV.
The select fire-proof family hotel of New-York City.
EUROPEAN PLAN.
ALSO APARTMENTS ADJOINING.
Three to seven rooms, furnished or unfurnished, With or without hotel service.
WILLIAM NOBLE, Owner and Proprietor.

WHY RENT A HOUSE when you can have every home comfort and no cares!!!!
BEFORE YOU DO, SEE THE FAMOUS
SHERMAN SQUARE HOTEL,
GRAND BOULEVARD AND WEST 71ST ST.
THIS NEW HOTEL HAS
large rooms, a superb location, and reasonable rates.
Two choice unfurnished suites to let by year.
Three choice furnished suites for the year or season.
American plan only. Early application necessary.
E. N. WILSON.

THE SHERWOOD,
5TH AV. AND 44TH ST., NEW-YORK.
ELEGANT SUITES OF ROOMS, BY THE DAY OR WEEK. AMERICAN PLAN.
GEORGE MURRAY.

THE ABERDEEN,
21ST ST. AND BROADWAY.
Thoroughly renovated and under NEW MANAGEMENT. For transient and permanent guests. Special rates to families. Restaurant on top floor. Appointments strictly first-class.
GEO. F. ATHERTON.

HOTEL WELLINGTON,
Madison Av. and 42d St.,
NEW-YORK.
One block from Grand Central Depot.
A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.
GEORGE MURRAY.

THE JEFFERSON,
FORMERLY HOTEL DAM,
102, 104, 106 EAST 15TH ST.,
OVERLOOKING UNION SQUARE.
Furnished and unfurnished apartments.
Rooms single and en suite, transiently or by the year. Hotel thoroughly renovated; new plumbing throughout.
JOHN CHATFIELD.

THE LANGHAM,
5TH AV. AND 52D ST.,
OPPOSITE THE VANDERBILT MANSION.
A comfortable and commodious family house in the most select neighborhood in the city; choice and elegantly-furnished suites; most spacious rooms in any hotel; service and cuisine of the highest order.
H. C. SHANNON, Manager.

THE DUNMORE,
230 West Forty-Second street.
EUROPEAN PLAN.
Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.
WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.
J. H. FIFE, Manager.
European plan. Rooms $1 per day and upward.
Special rates during the Summer months and to permanent guests.
Union Square and 15th St., New-York.

HOTEL NEW NETHERLAND.
EUROPEAN PLAN.
5th Av., 59th St. and Central Park.
The Model Hotel of the World.
Prices reduced for the Winter to suit the times.
Orchestral music, morning and evening.

Hotel Renaissance,
43D ST., WEST OF 5TH AV.
STRICTLY FIRE-PROOF.
Several apartments for rent.

THE SORRENTO,
14 AND 16 EAST 53D ST.
Apartments, furnished and unfurnished. Steam heat, elevator, and restaurant.

HOTEL NORMANDIE,
BROADWAY AND 38TH ST.
European plan. Absolutely fire-proof. Desirable suites at reasonable prices for the Winter.

Religious Notices.

AT THE FOURTH PRESBYTERIAN Church, 34th St., near Broadway.—Rev. Dr. Kerr, pastor, will preach at 11 A. M.; subject—"Holy Provocation." The second service has been transferred to the Boulevard Chapel, 93d St. and the Boulevard, where Dr. Kerr will preach on Sabbath evening at 8 o'clock. Subject for to-morrow evening—"Christ's Yoke." Seats free. Public invited.

A PERPETUAL REVIVAL AT ST. BARtholomew's Mission.—Nightly and noonday meetings. Annual attendance, 100,000. Forward for prayer, 4,000. Attractions—The straight old Gospel, bright music, songs, testimonies, prayers of sinners, and hallelujahs. Next week, Col. Hadley and "Rescue Volunteers." Welcome.

ALL SOULS' CHURCH, 4TH AV., CORNER 20th St. Rev. Theodore C. Williams.—Sermon by the pastor at 11 A. M. The public cordially invited.

AT SOUTH REFORMED CHURCH, MADIson Av., Corner 38th St.—Rev. Roderick Terry, D. D., pastor, will preach Sunday at 11 A. M. and 4 P. M.

AT LENOX AVENUE UNITARIAN CHURCH, Northwest Corner 121st St.—Rev. Merle St. C. Wright, pastor, will preach, morning at 11. Sunday school at 9:45 A. M. All are cordially invited.

AT ST. MARK'S CHURCH, 2D AV. AND 10TH St., the Rector, the Rev. Dr. Rylance, will preach on Sunday at 11 A. M. and 8 P. M. Sunday school at 9:30 A. M.

ALL SOULS' CHURCH, MADISON AV. AND 66th St.—Rev. H. R. Haweis, M. A., of London, will preach at 11 A. M. and 4:30 P. M.

BRICK PRESBYTERIAN CHURCH, CORNER of 5th Av. and 37th St.—The pastor, Rev. Henry van Dyke, D. D., is expected to preach on Sunday, Oct. 15, at 11 A. M. Rev. J. O. Murray, D. D., Dean of Princeton College, will preach at 4:30 P. M.

BLOOMINGDALE CHURCH, BOULEVARD and West 68th, Madison C. Peters—At 11—"Is There a Hell? What and Where Is It? Is There Material Fire?" 7:45—"Woman's Rights." Prelude, "Unnecessary Arrests." All welcome.

BROADWAY TABERNACLE CONGREGAtional Church, Corner 34th St. and Broadway, Rev. Henry A. Stimson, D. D., Pastor.—Morning service at 11 o'clock. Brief popular service at 8 o'clock P. M.

COLLEGIATE REFORMED CHURCHES OF New-York.

COLLEGIATE CHURCH, West End Av. and 77th St.—Rev. Henry Evertson Cobb will preach at 11 A. M. and 8 P. M. Sunday school at 9:45 A. M. Prayer meeting Wednesday at 8 P. M.

COLLEGIATE CHURCH, 48th St. and 5th Av.—Rev. Edward B. Coe, D. D., will preach at 11 A. M. and 4:30 P. M.

COLLEGIATE CHURCH, 29th St. and 5th Av.—Rev. David Jas. Burrell, D. D., will preach at 11 A. M. and 8 P. M. Normal class for Sunday school teachers and others (this) Saturday, 8 P. M. Rev. P. S. Hulbert, conductor.

COLLEGIATE CHURCH, 2d Av. and 7th St.—Rev. John Hutchins will preach at 11 A. M. and 8 P. M.

CENTRAL PRESBYTERIAN CHURCH, 57TH St., between Broadway and 7th Av.—Rev. Wilton Merle Smith, D. D., pastor, will preach to-morrow at 7:45 P. M. and 11 A. M. Rev. Geo. P. Pentecost, D. D., of London will speak upon his work in India. Sabbath school and pastor's Bible class of young men at 3 P. M.; devotional meeting Wednesday evening at 8; Christian Endeavor meeting Monday evening at 8. Strangers cordially invited.

CENTRAL CONGREGATIONAL CHURCH, 57th St., West of 8th Av.—Rev. William Lloyd, pastor, will preach morning and evening. Morning—"Thoughts About God." Sunday school 3 P. M. Christian Endeavor 7 P. M. Evening, 7:43 P. M. Lectures on Sacred Books of Great Religions. "China and Confucius—the State religion of the Chinese." Special musical programme. All cordially welcomed.

CALVARY CHURCH, 4TH AV. AND 21ST ST., Rev. Henry Y. Satterlee, D. D., Rector.—Services Oct. 15: Holy communion, 8 and 10 A. M.; morning service and sermon, 11 o'clock; Sunday school, 3 P. M.; children's service, 3:45 P. M.; evening prayer, 5 o'clock; choral service, with sermon, 8 P. M. Dr. Satterlee will preach in the morning and evening. All cordially invited.

CHURCH OF THE DIVINE PATERNITY, 5th Av., Corner 45th St.—Rev. Charles H. Eaton, D. D., pastor, will preach at 11 A. M. and 7:45 P. M. Morning subject—"A Long Look"; evening subject—Series of conversations on great religious masters—II. "Buddha and Buddhism." Sunday school, 9:30 A. M.

CHRIST CHURCH, BOULEVARD AND 71ST St., Dr. S. L. Shipman, Rector.—Morning services, 11 o'clock; evening service, 8. Sunday school at 10 A. M.

CHURCH OF THE ASCENSION.—Whole or part of large pew to let. G. BRADISH, 145 Broadway.

CANAL STREET PRESBYTERIAN CHURCH, Greene St., near Canal.—Rev. Edward P. Payson will preach at 10:30 A. M. All welcome.

COLLEGIATE REFORMED CHURCH, HARLEM
First Church, 121st St., near 3d Av., Rev. J. Elmendorf, D. D., pastor, preaches at 11 and 7:45.
Second Church, 123d St. and Lenox Av., Rev. William Justin Harsha, D. D., pastor, preaches at 10:30 and 7:45.

CHURCH OF THE HOLY TRINITY, 42d St. and Madison Av.
Rev. E. WALPOLE WARREN, D. D., Rector.
8:30 A. M., Holy Communion.
11 A. M.—Litany and Holy Communion. | 7:45 P. M.—Evening service.
The rector will preach at both services.

CHURCH OF THE HEAVENLY REST, 5TH Av., above 45th St., Rev. D. Parker Morgan, D. D., Rector.—Oct. 15—8 A. M., holy communion; 11 A. M., morning prayer, sermon by the rector; 4 P. M., evening prayer, sermon by the Rev. Arthur H. Judge, M. A.

CHURCH OF THE ETERNAL HOPE, 81ST St., Between Columbus and Amsterdam Avs., Rev. E. C. Bolles, D. D., Pastor.—Subjects: 11 A. M., "Our Creed. II., "Human Brotherhood." 8 P. M., "Religious Catchwords: Worms of the Dust." Sunday school, 9:40 A. M.

CHURCH OF THE INCARNATION, MADISON Av. and 35th St., Rev. Arthur Brooks, D. D., Rector.—Service and sermon at 11 A. M.; afternoon service, 4 o'clock. The rector will officiate. Strangers cordially invited.

CHURCH OF THE MESSIAH, CORNER OF 34th St. and Park Av.—Services at 11 A. M. Preaching by Rev. D. W. Morehouse. Public cordially invited.

EPIPHANY BAPTIST CHURCH, MADISON Av. and 64th St.—Preaching by President Andrews of Brown University. Morning services at 11 o'clock and evening at 8. Dr. Edward Judson will conduct the Wednesday evening prayer meeting.

FIFTH AVENUE BAPTIST CHURCH, 4 TO 10 West 46th St., Rev. William H. P. Faunce, Pastor.—At 9:30 A. M., Bible school; at 11 A. M., preaching by the pastor; at 7:45 P. M. the pastor will preach; subject—"Three Great Christian Pictures; III., Michael Angelo's Last Judgment." All are welcome.

FIFTH AVENUE PRESBYTERIAN CHURCH, Corner 55th St., Rev. John Hall, D. D., Pastor.—The Rev. Dr. Kennedy, Moderator of the U. P. Church of Scotland, is expected to officiate Sunday, 15th, at 11 A. M., and the Rev. Dr. N. W. Conkling at 4 P. M.

FOURTH AVENUE PRESBYTERIAN Church, Corner 22d St.—The pastor, Rev. Dr. Davies, will preach to-morrow at 11 A. M. and 8 P. M. Morning subject, "The Christ and the Parliament of Religions." Wednesday evening prayer meeting at 8.

FIRST BAPTIST CHURCH, 79TH ST. AND Boulevard. Rev. I. M. Haldeman, Pastor.—Services, 11 A. M., 7:45 P. M. Lecture on "Prophecy" Wednesday evening 8 P. M. Prayer meeting Friday evening. Bible school 9:30 A. M. All are invited.

FIRST PRESBYTERIAN CHURCH, 5TH AV. and 12th St.—Services 11 A. M. and 4 P. M. The pastor, Rev. Howard Duffield, D. D., will preach. Sunday school, 9:30 A. M. Wednesday evening prayer meeting, 8 o'clock. A cordial welcome for all.

FIVE POINTS HOUSE OF INDUSTRY, 155 Worth St., William F. Barnard, Superintendent.—Service of song every Sunday at 3:30 P. M. The service is almost wholly by the children of the institution. Public invited.

MADISON AVENUE REFORMED CHURCH, corner 57th St., Rev. Abbott E. Kittredge, D. D., Pastor.—Reception of members and Sacrament of the Lord's Supper, morning at 11. The pastor will preach in the evening at 8. Union Bible Class, Saturday evening at 8.

MADISON AVENUE BAPTIST CHURCH, Corner of 31st St.—Preaching by the pastor, Rev. Henry M. Sanders, D. D., on Sunday, Oct. 15. Service at 11 A. M. and 8 P. M. Sunday school, 9:30 A. M. Midweek service on Wednesday at 8 P. M. Strangers cordially welcomed.

MADISON AVENUE PRESBYTERIAN Church, (at 53d St.) Rev. Charles L. Thompson, D. D., Pastor; Rev. Charles F. Goss, Assistant.—Dr. Thompson will preach at 11 A. M. and at 8 P. M. Morning subject—"The Power of the Gospel"; evening subject—"Are We Losing Our Works?"

MADISON AVENUE METHODIST EPISCOpal Church, Corner 60th St., Rev. Ensign McChesney, D. D., Pastor.—Preaching by the Rev. J. Wesley Johnston, D. D., at 11 A. M., and by the pastor at 8 P. M. Sunday school at 9:30 A. M. All are cordially invited.

MEMORIAL BAPTIST CHURCH, WASHington Square South.—The pastor, Edward Judson, will preach Sunday at 11 A. M. and 7:30 P. M. Seats free. Strangers welcome.

NEW-YORK SUNDAY SCHOOL ASS'N.
1. Primary Union, this day, 2:15, Broadway Tabernacle Chapel; Mrs. Polhemus, teacher.
2. Teachers' Class, this day, 3:30, in Broadway Tabernacle; Rev. A. H. McKinney, conductor.
3. Teachers' Class, this evening, 8 o'clock, Madison Avenue Reformed Church; Rev. Dr. Kittredge, conductor.
4. Teachers' Class, this evening, at 8 o'clock, Marble Collegiate Church, 5th Av. and 29th St.; Rev. Palmer S. Hulbert, teacher.
5. West End Teachers' Class, this evening, 8 o'clock, West End Presbyterian Church, 105th St. and Amsterdam Av.; Rev. James A. Francis, conductor.
6. The 13th Street Presbyterian Church, between 6th and 7th Avs., this evening, 8 P. M.; Rev. W. D. Buchanan, teacher.
7. Superintendents' Class, Tuesday, 4 o'clock, in Fulton Street Chapel; Mr. Ralph Wells, teacher.
8. Bible teachers of Harlem, Tuesday, 8 P. M., St. James's Church, 126th St. and Madison Av.
These classes are free and all are welcome.

NEW JERUSALEM CHURCH, EAST 35TH ST., between Park and Lexington Avs., Rev. S. S. Seward, Pastor.—Sunday school, with adult classes, at 9:30. Services at 11 A. M. Subject—"The Church at Smyrna."

PHILLIPS PRESBYTERIAN CHURCH, Madison Av., Corner 73d St., Geo. L. Spining, D. D., Pastor.—Services at 11 A. M. and 8 P. M. Preaching by the pastor.

RUTGERS RIVERSIDE PRESBYTERIAN Church, Boulevard, Corner West 73d St., Rev. Robert Russell Booth, D. D., Pastor.—Services at 11 A. M. and at 4 P. M.

ST. IGNATIUS'S CHURCH, 56 WEST 40TH ST.—Low mass, 7, 7:45, 8:30, 9:15; solemn mass, (Lejeal,) 11 A. M.; vespers and adoration, 4:30; sermon, 8 P. M. Fr. Rutherfurd will preach morning and Fr. Ritchie evening. Subject—"The Fourth Commandment."

ST. PAUL'S METHODIST EPISCOPAL Church, Rev. A. J. Palmer, D. D., Pastor.—Services at 150 5th Av., corner 20th St. 10:30 A. M., half hour of prayer. 11 A. M., sermon by the pastor. Sunday school at the close of morning service, 12 M. All are cordially welcome.

ST. ANDREW'S CHURCH, 5TH AV. AND 127th St.—Services 8 and 11 A. M., 4 and 7:30 P. M. Rev. Dr. Van De Water preaches morning and evening. Subjects: "Wedding Feast" and "Wedding Garment."

ST. BARTHOLOMEW'S CHURCH, MADISON Av. and 44th St., the Rev. Daniel H. Grier, D. D., Rector.—The church wide open for service on Sunday Oct. 22.

THIRTEENTH STREET PRESBYTERIAN Church, between 6th and 7th Avs.—Rev. Walter Duncan Buchanan preaches at 10:30 A. M. and 7:45 P. M. Strangers cordially welcomed.

UNIVERSITY PRESBYTERIAN CHURCH, Corner of 10th St., Rev. George Alexander, D. D., Pastor.—Public worship to-morrow at 11 A. M. and 8 P. M.

WEST PRESBYTERIAN CHURCH, 42D ST., between 5th and 6th Avs.—The pastor, Rev. John R. Paxton, D. D., will preach to-morrow at 11 A. M. and 7:45 P. M.

Autumn Resorts.

MASSACHUSETTS.

BERKSHIRE INN,
(Sign of the Golden Lion.)
Fall and Winter resort amid the Berkshire Hills.
Whole piazza front glazed; steam heat; open fires.
All needful provision for health and comfort insured.
Matchless foliage, charming drives and scenery.
Absence of wind. Elevated and dry atmosphere contribute to make it most attractive resort within four hours of New-York.
Address CALEB TICKNOR,
Owner and Proprietor, Great Barrington, Mass.

NEW-YORK.

An Ideal Hotel at Last!
The Hotel of the World.
Seeing Is Believing.
Halcyon Hall, Millbrook, Dutchess County, New-York. An all-round-year resort. Closes this year Dec. 5. Ninety miles from New-York. Elevation, 1,000 feet. Russian Royal Court Orchestra three times daily. Write Manager for illustrated prospectus. Take N. Y. Central R. R. at 10:30 A. M., 2½ hours from New-York, or 3:45 P. M., 2¾ hours from New-York.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

VIRGINIA.

VIRGINIA HOT SPRINGS.
The NEW HOTEL, cottages, and the MOST COMPLETE BATHING ESTABLISHMENT IN AMERICA will remain open until NOVEMBER or later.
2,500 FEET ELEVATION, in the great Warm Springs Valley, Virginia, on the Chesapeake and Ohio Railway. Magnificent mountain surroundings and climate.
Bathing attendants from the best European baths. Every bath from the flowing Hot Springs, including Hot Vapor, Hot Air, Hot Spout, (the most curative bath known,) Needle, Electric, Massage, &c. RAILWAY DIRECT TO THE SPRINGS.
Reached by the "F. F. V. LIMITED" Express of the Chesapeake and Ohio Railway, with dining cars. One night's ride from either New-York, Philadelphia, or Cincinnati. Nine hours from Baltimore and eight from Washington.
Full information at C. and O. offices, No. 362 Broadway, New-York; No. 513 and No. 1,421 Pennsylvania Av., Washington: 5th and Walnut Sts., Cincinnati, or address Dr. F. W. CHAPIN, Medical Director, or J. F. CHAMPLIN, Manager, Hot Springs, Bath County, Va.

To Let for Business Purposes.

VAN DYKE STUDIOS.
North skylight, north window light, steam heat, elevator until 11 o'clock, hot and cold water, baths, and closets; rents, $360 to $500 per annum; short block from American Fine Art Society Building; immediate possession. Van Dyke Studios, 56th St. and 8th Av.

IT WILL COST NOTHING EXTRA TO leave your advertisement in the nearest American District Messenger Office. Advertising rates are the same as at THE TIMES Publication Office.

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METROPOLITAN OPERA HOUSE.
Messrs. ABBEY, SCHOEFFEL & GRAU, Lessees and Managers.
GRAND OPERA.
Season of 1893-94,
COMMENCING NOV. 27, 1893.
Season 13 weeks, 39 nights, 13 matinées.
Prices.

Orchestra chairs	$5.00
Orchestra circle chairs, front row	5.00
Orchestra circle chairs, other rows	4.00
Dress circle	3.00
Balcony (1, 2, 3,) row	2.50
Balcony, other rows	2.00
Family circle (1, 2, 3,) row	1.50
Family circle, other rows	1.00

Open boxes, four seats, $25 and $30.
Grand tier boxes, six seats, $3,000 for season.
Subscriptions now open at the office, 7th Av. and 40th St.
H. M. McLAREN,
Subscription Department.

MUSIC HALL. 57th St. and 7th Av.
FIVE CONCERTS on W'dn'y Evg., Nov. 8. THURSDAY Evenings, Dec. 14, Jan. 11, Feb. 8, March 29.
BOSTON SYMPHONY ORCHESTRA.
Mr. EMIL PAUR....Conductor
Soloists:
Mme. EMMA EAMES,
Mme. LILLIAN NORDICA,
Mr. FRANZ KNEISEL,
and others. Subscription tickets for the series of five concerts now on sale at SCHUBERTH'S, 23 Union Square.

CARNEGIE HALL.
On View Daily from 10 A. M. to 6 P. M.
THE LIVING CHRIST,
As the FRIEND OF THE PEOPLE,
PAINTED BY
JOHN THEO. DORE BENTLEY.
ADMISSION, 50c. SUNDAY, 25c.

HERRMANN'S.
MATINEE AT 2.
RICHARD MANSFIELD
IN
BEAU BRUMMELL.
AT 8:30,
Dr. Jekyll and Mr. Hyde.
Next Monday—PRINCE KARL, and change of play every evening.

HORSE SHOW.

APPLICATIONS FOR RESERVED SEATS FOR THE SEASON WILL BE RECEIVED FROM MEMBERS AND STOCKHOLDERS OF THE NATIONAL HORSE SHOW ASSOCIATION OF AMERICA, LIMITED, ONLY AT 16 EAST 22D ST., NEW-YORK, UP TO OCT. 16.

EDEN MUSEE.
World in Wax.
Matinée at 2. Eve'gs at 8.
Crowded all the time. — **Great Enthusiasm** accorded the many new attractions under the direction of **ROBERT GRAU.** — Take a Peep at DELMORE at 4 & 10 P. M.

GARDEN THEATRE. Matinée Saturday.
Lessee and Manager....Mr. T. H. FRENCH
Hinrichs Grand Opera Company.
THIS AFTERNOON AT 2,
CAVALLERIA AND PAGLIACCI.
Koert-Kronold, Fleming, Guille, Marascalchi, Campanari, Averill.
TO-NIGHT AT 8:15, FAUST.
Rita Elandi, Lizzie Macnichol-Vetta, Gonzales, Payne Clarke, Averill, W. H. Clarke.

DALY'S THEATRE. Broadway and 30th St.
Under the sole management of Mr. Augustin Daly.
Every Evening at 8:15.
SOL SMITH RUSSELL. The Eminent Comedian, SOL SMITH RUSSELL, in Mr. E. E. Kidder's Successful Comedy-Drama, PEACEFUL VALLEY.
Matinées—TO-DAY and WEDNESDAY at 2.
. Seats may be secured a fortnight in advance.

CHICKERING HALL.
TUESDAY AFTERNOONS, AT 3:15. } DE PACHMANN OCTOBER 17, OCTOBER 24, OCTOBER 31.
De PACHMANN.
Subscription seats to three concerts, $3; single, $1.50; at Schuberth's, 23 Union Square, and at Hall.

NATIONAL ACADEMY OF DESIGN.
Belmont Gallery entire. Other rare paintings and art objects loaned by Henry G. Marquand, Cornelius Vanderbilt, C. P. Huntington, Jas. A. Garland, H. R. Bishop, S. P. Avery, Wm. L. Andrews, Henry Sampson, Mrs. Wm. T. Blodgett, Thomas B. Clarke, L. C. Tiffany, and others.

5TH AV. THEATRE. Mr. HENRY C. MINER....Proprietor
Evenings, 8:15. Mat. To-day, 2:15.
MR. NAT. C. GOODWIN
"IN MIZZOURA."

STAR THEATRE.
MR. AND MRS. **KENDAL.**
Till further notice Pinero's drama,
THE SECOND MRS. TANQUERAY.
. In consequence of the length of the performance, the play will begin at 8 sharp.
Evenings, 8 sharp. Matinees Saturday at 2.

KOSTER & BIAL'S, 34TH ST., WEST OF BROADWAY.
GRAND MATINEE TO-DAY.
VAUDEVILLE AND BALLET.
Next Week—Ada Reeve and M. and Mlle. Del-Mely.

GRAND OPERA HOUSE. 23d St. & 8th Av.
Evenings at 8. Mat. to-day and Wed. at 2.
Walter Sanford's **THE POWER OF GOLD.**
NEXT WEEK—THE MIDNIGHT ALARM.

BIJOU THEATRE. Broadway, near 30th St.
Nights, 8:15. Matinées Wed. and Sat.
LAST WEEK of
THE GOLDEN WEDDING.
Monday, Oct. 16, LOTTIE COLLINS
and THE HOWARD ATHENÆUM COMPANY.

LYCEUM THEATRE. 4th Av. and 23d St.
DANIEL FROHMAN....Manager
E. H. SOTHERN in SHERIDAN; or, THE MAID OF BATH.
At 8:15. Matinées THURSDAY and SATURDAY.

PALMER'S THEATRE. Ev'gs 8:15. Mat. To-day.
Surprise Party Continuing
RICE'S Its Enormous Success. Crowded with Novelties. **1492**
100th (Souvenir) night next Monday, Oct. 16.

BROADWAY THEATRE.
FRANCIS **WILSON'S** BRILLIANT PRODUCTION OF **ERMINIE.**
EVENINGS AT 8. MATINEE SATURDAY AT 2.

NIBLO'S. At 8:15. MAT. TO-DAY AT 2.
2D MONTH OF THE LILIPUTIANS, in
A TRIP TO MARS
Three Grand Ballets. "The Flying Heads."

HOYT'S MADISON SQUARE THEATRE.
Eve., 8:30; Mat. to-day, 2:15.
HOYT & THOMAS....Sole Managers
Smashing all previous records.
HOYT'S A TEMPERANCE TOWN.

EMPIRE THEATRE. Broadway and 40th St.
MATINEE TO-DAY AT 2.
LIBERTY HALL.
EVENINGS AT 8:15. Mats. Wed. and Sat.

HARRIGAN'S THEATRE. M. W. Hanley, Mgr.
POSITIVE SUCCESS. | Mr. Edward Harrigan's new play, THE WOOLLEN STOCKING.
Five new songs by Dave Braham.
Wednesday | Matinées | Saturday.

14TH STREET THEATRE. Near 6th Av.
Every night. Matinées Wed. and Sat.
Big Delighted Crowds Greet
THE CORNCRACKER.
By Joseph Arthur, author of "Blue Jeans."

STANDARD THEATRE. Evenings at 8:30. Mat. To-day at 2.
GREATEST HIT EVER IN NEW-YORK.
CHARLEY'S AUNT.

AMERICAN THEATRE. SATURDAY MATINEE.
THE PRODIGAL DAUGHTER.

DORE GALLERY. 7th Av. and 53d St. | GUSTAVE DORE'S **SUBLIME PAINTINGS** 10 A. M. to 6 P. M. daily.

BASEBALL, POLO GROUNDS. TO-DAY.
Metropolitan Championship.
BROOKLYN vs. NEW-YORK.
Game 3:30 P. M. Admission, 50c. and 25c.

IRVING PLACE THEATRE. Eve., 8:15. Sat. Mat.
HEIMATH.
HOME SWEET HOME. | Last two performances to-day.

Open from 1 P. M. until Midnight. | **THE CRYSTAL MAZE.** | Broadway and 38th St.

Dancing.

CARL MARWIG
School for Dancing,
"JAEGER'S BUILDING,"
MADISON AV., CORNER 59TH ST.
Commences Saturday, Oct. 14. Applications now received. Office hours 11 to 1 o'clock.
Mr. Marwig is also composer of artistic and national dances, tableaus, and entertainments.

T. GEORGE DODWORTH,
No. 681 5th Av.,
Reopens Saturday, Oct. 21, class and private lessons. (New) Tuxedo Lancers.

ALEXANDER MACGREGOR'S MENDELSsohn's Assembly Rooms, 108 West 55th St. Class and private lessons daily in dancing.

Pianos.

$1,500,000 WORTH ORGANS, PIANOS; bargains; elegant 1894 styles; catalogue free. DANIEL F. BEATTY, Washington, N. J.

TIGHE'S PRIZE-FIGHT CHECK

BROOKLYN'S SPORTING JUSTICE CONFUTES HIMSELF.

HE PEDDLED TICKETS FOR "KNOCK-OUTS."

And the Proof Is Furnished that He Receipted for the Cash.

DECENT CITIZENS ARE INDIGNANT.

Police Justice Tighe's Letter Accompanying the Tickets for the Illegal Prize Fight Was Written on the Official Paper of the Criminal Court in Which He Presided—Fac Simile of His Indorsement on the Check—Official Promoters of and Apologists for the Continuous Violation of the Law—Why the Clergy and the Young Men's Christian Association Are Waging a Vigorous Crusade Against the Brutality.

Police Justice James G. Tighe of Brooklyn has denied that he ever collected any money for the Coney Island Athletic Club from the sale of tickets for the prize fights at Coney Island.

As a matter of fact, Justice Tighe's courtroom has been used as a branch office for this prize-fighting club. From his courtroom he has sent out, on official paper, headed Brooklyn Court of Special Sessions, a letter, accompanying 400 tickets for a fight. These tickets were sent to a former manager of the Coney Island Athletic Club.

The letter is reproduced in fac simile below:

COURT OF SPECIAL SESSIONS.
JAMES G. TIGHE, Justice.

COURT ROOM
BUTLER STREET cor. COURT.

Brooklyn, N.Y. May 3 1892

A. T. Lumley Esq.

Dear Sir I send you by
Express 200 D. and M. Tickets
Sign enclosed receipt. Enclose in
Envelope and return, let me know
how many prosticketts you shall
want.

Yours
J. G. Tighe

Police Justice Tighe's Official Communication as Broker of Prize-Fight Tickets.

When Arthur F. Lumley, proprietor of a sporting paper, was acting as manager for the Coney Island Athletic Club, he turned over to Police Justice James G. Tighe various checks in payment for tickets of admission to the prize-fighting exhibitions of the club.

It is fair to Mr. Lumley to say that he does not condemn the so-called "scientific contests," seventeen of which have taken place, without interference by the police or the Sheriff, in the ring of the Coney Island Athletic Club.

"I object to the Coney Island Athletic Club having a monopoly of this business," says Mr. Lumley. "If these men are permitted to give exhibitions at Coney Island, with a Brooklyn Police Justice as one of the managers, I think other people ought to have a show. I propose to organize an athletic club in Brooklyn. I think I am entitled to as much consideration as the Coney Island Athletic Club men have received."

Following is a fac simile of a check for $540, handed to Police Justice James G. Tighe, for the sale of tickets for a prize fight at Coney Island:

No. 1194 Brooklyn, N.Y. May 10th 1892

LUMLEY ILLUSTRATED

Brooklyn Trust Company
MONTAGUE ST. COR. CLINTON

Pay to the order of J. G. Tighe

Five Hundred & Forty Dollars.

$540.00

WILL PASS THROUGH NEW YORK CLEARING HOUSE

A. T. Lumley Jr.

Police Justice Tighe's Check for Sale of Coney Island Athletic Club Tickets.

This is but one of many checks which the Brooklyn end of the prize-fighting combination has received.

It will be seen from the reproduction of the indorsement on the back of the check that Police Justice Tighe was not ashamed to have his name appear in the transaction. It was marked, "For deposit, James G. Tighe." Here is the indorsement on the back of the check:

For deposit
J. G. Tighe

Indorsement on Check Received by Police Justice Tighe.

With Police Justice Richard V. B. Newton as matchmaker for the club, with Police Justice James G. Tighe handling its moneys, with Chief of Police John Y. McKane of Gravesend supervising the police arrangements for the fight, and with Sheriff John Courtney approving openly of these battles, the Coney Island Athletic Club has naturally felt itself secure from official interference.

It seems almost incredible that the sworn officers of the law should so brazenly take part in the defiant violations of law and public decency which have marked the management and exhibitions of the Coney Island Athletic Club ever since it was organized one fine Sunday early in 1892.

In no other community in the country would such things be allowed to go on without the removal or indictment of the responsible officials.

Between these men and the Grand Jury room stands District Attorney James W. Ridgway, the same District Attorney that stood between Mayor Boody and the Grand Jury when the latter wanted to indict his Honor.

There is no abatement of the storm of indignation which has been aroused in Brooklyn by the arrangements for an international prize fight at Coney Island in December.

The fight and its abettors were denounced from the stage of the Academy of Music at a mass meeting Thursday night. The denunciations were enthusiastically applauded by the large audience.

Brooklyn's law-abiding citizens are at last moving in their might. The clergymen of the City of Churches and their congregations are widely circulating the petition sent out by the Young Men's Christian Association, appealing to Gov. Flower to stop the fight. Thousands of signatures have been obtained, and, when the petition is presented to the Governor, it will constitute a cogent and thoroughly representative protest of decent citizens against the continuance of the brutal and degrading exhibitions which the politicians have been carrying on for many months at Coney Island in defiance of public sentiment and the laws of the State.

Even if Gov. Flower should not act before receiving the petition, it is not considered likely that he will fail to appreciate the force and extent of the opposition to the Mitchell-Corbett prize fight, and to all other fights of that kind.

The question has been asked why the Young Men's Christian Association has deemed it necessary to call for the interference of Gov. Flower in the proposed international prize fight. The association has appealed to the highest officer of the State because the District Attorney of Kings County has said, in a flippant manner, that it will be time enough to deal with the fight in December.

It has appealed to the Governor because Sheriff Courtney has declared that he does not consider these prize fights to be in violation of the law, and has expressed the earnest hope that the Governor will not interfere.

It has appealed because a Police Justice of the City of Brooklyn, James G. Tighe, has been a participator in the profits of the Coney Island Athletic Club; because a Coney Island Police Justice, Richard V. B. Newton, is a matchmaker for the club, and because the Chief of Police of Coney Island, John Y. McKane, owns the building in which the prize fights have taken place, and has collected his rentals punctually without interfering in any way with the prize fights.

The Young Men's Christian Association has appealed to Gov. Flower because Hugh McLaughlin, the 'Boss' of Brooklyn, the man who dominates the officials who should interfere with the fights, has said to a reporter for The New-York Times:

"Why, you can go up to the Young Men's Christian Association almost any day and see just such a prize fight."

Appeal has been made to the Governor because the Mayor of Brooklyn has gone no further in this matter than to say to a body of protesting Methodist clergymen that he is giving the subject "general consideration." The Mayor is boxing the compass. He is said to have considered the matter from the north, the northeast, the east, and the south by southeast. When he shall have viewed the subject from all points of the compass, the time for the international prize fight will have arrived or passed.

The protests against the proposed fight between Mitchell and Corbett have not been confined to any one creed. Yesterday The New-York Times printed the views of Vicar General Farley of the Roman Catholic Archdiocese of New-York, and of the Rev. Father Ducey, one of the leading Catholic clergymen of this city.

Vicar General Farley said: "Prize fighting is a crime against morality, humanity, and the law of the State. It is time something should be done to put a stop to any more of it at Coney Island. The Governor can and should act."

Said Father Ducey: "Prize fights are exhibitions of brutality, vulgarity, and bestiality. What was done in St. Paul can be, and, I hope, will be done in the Diocese of Brooklyn."

Archbishop Ireland of St. Paul not long ago led a vigorous protest against the holding of a prize fight in his spiritual dominion. The authorities co-operated with him, and there was no fight.

A reporter for The New-York Times called yesterday at the archiepiscopal residence to learn whether Archbishop Corrigan would take a stand with the lovers of law, order, and humanity, who in such large numbers are voicing their protests against prize fighting at Coney Island.

It was impossible to see the Archbishop, it being, as usual, necessary to communicate with him through his secretary, the Rev. J. N. Connolly, to whom the reporter's card was taken, together with a statement of his business. The reporter avowed that his desire was to obtain the Archbishop's opinion of the projected holding of an international prize fight at Coney Island. In about fifteen minutes the footman brought back this answer:

"Father Connolly requests me to tell you he knows nothing about it, and so can say nothing about it."

In previous issues The New-York Times has presented the protests against the Mitchell-Corbett fight of such well-known Brooklyn clergymen as the Rev. Dr. Lyman Abbott of Plymouth Church, the Rev. T. De Witt Talmage of the Presbyterian Tabernacle, the Rev. R. R. Meredith of the Tompkins Avenue Congregational Church, the Rev. A. J. F. Behrends of the Central Congregational Church, the Rev. Charles Cuthbert Hall of the First Presbyterian Church, the Rev. George Van Alstyne of the Sands Street Memorial Methodist Episcopal Church, and scores of other fearless and conscientious champions of law and order.

There are still some hopeful citizens of Brooklyn sanguine enough to believe that Mayor Boody may be moved by petition to put a stop to prize fighting. The subjoined petition, which has been signed by nearly all the property owners along Clermont Avenue, in Brooklyn, will probably be presented to Mayor Boody to-day. It refers to the class of shows which Sheriff John Courtney has declared that he liked to attend and to which he takes his boys with him.

Many of the shows at the Clermont Avenue Rink, of which the residents and property owners along Clermont Avenue complain in the petition, were managed by Police Justice Tighe. If Mayor Boody refuses to recognize the petition and protect the property and rights of the petitioners, the matter will be taken before the Grand Jury. Here is the text of the petition:

To the Hon. David A. Boody, Mayor of the City of Brooklyn:

Sir: We, the undersigned citizens of Brooklyn, residents, householders, and taxpayers, living at the street and number set opposite our names, respectfully present to you the following memorial, with petition, of our grievance and imposition upon our rights.

Our homes are situated, as you may learn by our addresses hereto appended, for the most part immediately opposite and adjacent to the Clermont Avenue Rink.

For the past several years we have suffered annoyance and outrage of a character at times unfit for recital in public print, but the annoyance and outrage consist, in part, of the gatherings at prize fights and other entertainments of questionable character held at the Clermont Avenue Rink, at which congregate great crowds of loafers of all ages, sexes, and conditions, who are drunken, blasphemous, and noisy in the extreme. The crowd at times is so dense around the entrance of the rink that it reaches across the street, where the drunken, blasphemous, and noisy members frequently fill our stoops, throwing cigar and cigarette stumps in all directions.

We do not wish especially to complain of the police, for we presume that they keep the crowd of loafers in as good order as that class can be kept in, but our object in this memorial to you is to stop the annoyance altogether, for the frequency of these entertainments has made the block between Myrtle and Willoughby Avenues a terror spot to the neighborhood, not only greatly depreciating the value of our property, but making it unsafe for the women and children to be upon the street.

The Rev. R. Stanley Povey, pastor of the Throop Avenue Methodist Episcopal Church, joins the ranks of the Brooklyn clergymen who are protesting through the columns of The New-York Times against the proposed international prize fight. Here is Pastor Povey's letter:

To the Editor of The New-York Times:

The stand which your magnificent journal has taken with reference to the proposed international prize fight between the pugilists, Corbett and Mitchell, at Coney Island, some time in December next, is indeed a noble one.

Your heroic fight to have righteousness prevail is to be heartily commended. You have elicited my highest admiration for your paper, and you may rest assured of the fact that, in this matter, you have my hearty support and co-operation.

It pays to be a fearless champion of law and order. Such your paper has been and is, and may God bless your efforts in that direction.

My earnest prayer is that the whole den of vice and iniquity, only six miles distant from Brooklyn, shall soon be buried so deep beneath the waters of the Atlantic that its resurrection shall be an impossibility.

That I have not written sooner must not be taken as evidence that I have not wished to hope of their interference with the fighters who are preparing to do battle in December.

The suggestion made in the following letter comes from a wealthy and highly-esteemed citizen of Brooklyn:

To the Editor of The New-York Times:

As a citizen of Brooklyn I have been very much interested in your efforts to stop prize fighting in Kings County.

I wonder, however, that you do not make a determined effort to raise a fund to prosecute the participants in the recent prize fights that have "come off." If there is, as a person would infer from your articles, a law on this subject with a definite proviso for punishment, it seems singular to me that an effort is not being made to have the law enforced.

It seems quite possible to me that a fund could be raised with comparative ease sufficient to induce Mr. Gaynor or some other first-class lawyer to take the case and punish some of those who were engaged in the recent contests. It would be a most glorious victory for the law, to say nothing of good morals and public decency, if the law could take the same course as it recently did at the hands of the Indiana Sheriff who nabbed one of the prize fighters and carried him off to Indiana for punishment.

Personally, I will be very glad to enter into such a movement as is indicated above for the punishment of those already amenable to the law, by the contribution of $50.

I would prefer not to have my name and this communication made public, unless the movement is started and other names joined with mine; in other words, I do care to be published as an originator of a scheme for having the law enforced. B.

The Human Bull Fight.

From The Hebrew Journal, Oct. 13.

If ever a newspaper deserved the earnest and hearty moral support of the people whom it represents in a contest waged for the right, it is assuredly The New-York Times in its present great struggle to prevent the holding of the much-advertised prize fight between one brute from this country and another from England within the confines of the State of New-York, or, as proposed, at the rooms of the Coney Island Athletic Club. What makes the fight of The Times particularly exciting is the fact that the leading political magnates of the party in power over in Brooklyn have tendered their solicitous protection to the so-called sporting fraternity. This fact indicates at least how much necessity there is for vigorous and outspoken expression of public opinion in denunciation of the proposed brutal exhibition. * * *

Every decent, intelligent member of the community can exert an influence in such a matter as this. Even the busiest, the humblest citizen can utilize his power, if only by writing a few words, either to The Times or to any other paper. It is the accumulated expression of opinion from large masses of the people that will impel the sporting men and their political allies to bow submissively to public sentiment and refrain from disgracing the good name of the State, or, if the worst comes to the worst and they persist in their folly, then the Governor will feel justified in intervening and putting a stop to the outrage.

"The Times" Has Done Grand Work.

From Greenpoint Daily Star.

The battle against the bruisers which has been so successfully waged by The New-York Times is the talk of the town. The Brooklyn "ring" may be powerful, but when it attempts to defy the burning public sentiment in a matter of common decency and the vindication of the law it will be whipped into chaff and scattered to the four winds as if by the sweep of a cyclone. The Times has done grand work for the people of Kings County, and its services will not soon be forgotten.

CIVILIZING THE INDIAN.

Progress Reported by His Friends at the Lake Mohonk Conference.

LAKE MOHONK, N. Y., Oct. 13.—**At the morning session of the third day of the Lake Mohonk Conference of Friends of the Indian, Bishop Walker of North Dakota, speaking upon the question whether educated and converted Indians remained true to their Christianity after returning to the reservation, contended that they did, and advocated the continuance of both reservation and detached schools. The Rev. P. B. Frissell, Principal of the Hampton (Va.) Normal and Agricultural Institute for Indians, reviewed the work of the institute and asked for support for the higher education of Indians as nurses, physicians, &c. A communication from Bishop Hare was read giving details of the work of the Episcopal Church among the Indians.**

Herbert Welsh presented the report of the Indian Rights Association. Mr. Cappock, Superintendent of the Chilocco School, read a paper on the financial status of the property-holding Indians and showed how they have grown in numbers and wealth. They have acquired $30,203,900, invested in interest-bearing funds.

Miss Anna L. Dawes read extracts from a letter written by the young missionary, Harrison R. Thornton, a few days before he was murdered in Alaska, containing several prophetic sentences. The letter only arrived in the morning's mail, and it created a profound sensation.

Edward Everett Hale delivered an eloquent address. He spoke of the great success of Massachusetts in assimilating the Hebrew immigrants by breaking up their clannishness and scattering them among the American population, and asked why the same principle should not apply to the Indian. He advised the breaking up of the tribal and reservations system.

ITS FAME IS WIDESPREAD.

Patients in All Parts of the World Demand the New Consumption Cure.

CINCINNATI, Oct. 13.—The fame of this city as a centre of medical research has gone to the ends of the earth. Dr. C. Howard Strong of Cape Town, South Africa, has been here a week investigating the Amick cure for consumption, and takes back with him sufficient medicines for sixty patients. He will sail from New-York Oct. 14.

Dr. Joaquin Duenas, Secretary of Cuba's delegation to the Pan-American Medical Congress, was also sufficiently impressed to order the Amick medicines, and yet another delegate obtained a supply for Venezuela.

In far-off Alaska an American physician, Dr. Arthur Jordan, is stopping the ravages of consumption among the natives on his Island of St. George, with Amick's help, and the Cincinnati discoverer's offer to physicians everywhere of free test medicines for any number of patients is as eagerly accepted in the frozen North as in the tropics.

Outlook for Missionaries in Persia.

A dispatch from Cincinnati stated that alarming reports concerning the Presbyterian missionaries in Persia had been received in that city, and that letters recently received declared there was danger of a general war made by the Mohammedans upon the missionaries. It was also stated that a general massacre was apprehended, one Christian merchant having already been murdered in a peculiarly fiendish manner. Dr. Benjamin Labaree, Secretary of the Board of Foreign Missions of the Presbyterian Church, who has lived for more than thirty years in Persia, said yesterday regarding these reports that he thought the danger was much exaggerated. He said he did not look for a general uprising against the Christians, because the better class of Mooleems in Persia would frown upon any such outbreaks.

Will Fret No More About the Bric-a-Brac.

Such a fine place as the residence of W. Jacobson, at 156 West One Hundred and Fifth Street, Anna Schmogner had never seen until she came into the Jacobson household as a domestic. There was any amount of fine bric-à-brac. Anna told Mrs. Jacobson that she was afraid she would break it. The place was altogether too fine for her, she said. For a week she had appeared much worried about the bric-à-brac and the other fine things. Yesterday morning she was found dead in bed. She had turned on the gas.

Prof. Bickmore's Autumn Lectures.

The Autumn course of lectures to teachers of the public schools of New-York and vicinity, which are delivered at the American Museum of Natural History by Prof. Albert S. Bickmore, under the auspices of the State Superintendent of Public Instruction, will commence this morning. It is expected that Gov. Flower will be present. The subject (illustrated) will be "World's Fairs, from London, 1851, to Paris, 1889."

Dewar's Evidence Not Sufficient.

Chief Justice Sedgwick of the Superior Court has dismissed the suit for $15,000 damages brought by Harry D. S. Monroe against William H. Dewar, for the alienation of his wife's affections. Dewar was formerly a Captain in the Eighth Regiment. The plaintiff testified he caught Dewar kissing Mrs. Monroe, but the court held this was not sufficient to give a cause of action.

HOCKING VALLEY SUIT.

The Judgment in Favor of Judge Burke and Others Reversed.

The judgment obtained by the defendants in the suit brought by Congressman James J. Belden against ex-Judge Stevenson Burke, Wallace C. Andrews, and others in regard to the consolidated bonds of the Columbus, Hocking Valley and Toledo Railway Company has been reversed by the General Term of the Supreme Court. In 1881 ex-Judge Stevenson Burke and a number of associates purchased all of the stock of three coal roads in Ohio and consolidated them into the Columbus, Hocking Valley and Toledo Railway Company. In order to raise the money to pay for the stock which they purchased, they caused the company to issue $8,000,000 of bonds, secured by mortgage on the consolidated road. The mortgage represented that the bonds and their proceeds were to be used to double track the road and for terminal facilities, and in other ways to improve the security.

Instead of using the bonds in accordance with the representation of the mortgage, Burke and his associates, who were Directors and officers of the Consolidated Company, took the bonds to themselves, sold them, and used the proceeds to pay the debts they had contracted in buying the stock. Some time afterward they sold the stock and the company, under a new management, brought suit to recover the value of the bonds. The company was defeated upon the ground that as Burke and his associates owned all the stock their assent to the transaction estopped the company. Mr. Belden, who had purchased $50,000 of the bonds in open market, then brought suit in behalf of himself and other bondholders to compel Burke and the other Directors of the company who had taken the bonds to make good the representations of the mortgage by putting the security in the position which it would have occupied if the proceeds of the bonds had been applied to improving the property. The court at special Term dismissed the suit on the ground that Winslow, Lanier & Co., the first purchasers of the bonds, knew of and assented to the misappropriation, and that therefore subsequent purchasers from them could not complain.

The General Term now declares that this is a startling proposition, in view of the fact that $5,000,000,000 are invested in such bonds upon the security of railroad mortgages, and the General Term says that it is not law. The court now holds Burke and his associates liable to pay over to the railroad company the full amount of the proceeds of the $8,000,000 of bonds which they misappropriated. The court says, after reciting the facts:

"That the action of Burke and his associates was wrongful and has resulted in great injustice to the holders of the bonds is apparent. * * * One of the means by which it was sought to carry out the plan so as to give it the appearance of legality and the semblance of honesty was by the exchange of 15,000 shares of the coal company's stock for the $8,000,000 of bonds of the railway company. * * * There is another ground on which a court of equity is warranted in taking jurisdiction to decree an application of the funds in the hands of Burke and his associates to the promised purpose, that is, that the conduct of Burke and his associates was fraudulent."

The court accordingly holds that Burke and his associates are liable both upon the ground of breach of trust and on the ground of fraud.

Judge Burke's associates were Charles Hickox, William J. Hitchcock, William J. McKinnie of Cleveland, Chauncey H. Andrews of Youngstown, Ohio, and Wallace C. Andrews of New-York. The Directors of the company were the same men, except Wallace C. Andrews, with the addition of M. M. Greene of Columbus, John W. Ellis of New-York, and Charles G. Hickox.

Reading Securities to be Sold.

The statement was made by authority yesterday that Adrian H. Muller & Co. would sell at auction on next Wednesday $5,040,000 of Reading collateral trust 5s and $1,990,000 of the third income bonds, which are held as part collateral for the Speyer loans. Members of the banking firm of Speyer & Co. declined to talk about the matter, but there is a well-grounded belief that the securities, if sold, will be bought in in the interest of the firm, and that the difference between the purchase price and the amount of the debt will be put in the form of a judgment against the Reading Company.

A meeting of the committees of general and income bondholders will be held in this city next Tuesday to discuss the Reading situation in its different phases.

Railroad Men and Matters.

—A combination of street railways which has been in progress some time in San Francisco is at last completed, with a capital stock of a little over $18,000,000. Of this the Southern Pacific Company controls 75 per cent. and the remaining 24 per cent. is divided between ferries and Cliff House Road, the omnibus company, and the North Beach and Mission Roads. The combination includes sixteen street car lines and controls nearly all routes of travel in San Francisco.

—The authorities of Union County, N. J., yesterday granted a franchise to the Consolidated Traction Company to run trolley cars through Elizabeth, on the condition that the cars be run between Newark and Elizabethport. Other concessions were also made by the company. This will give Elizabeth trolley connection with Jersey City and Orange. The franchise was only granted after a big fight.

—The Directors of the Great Northern Railroad system met in St. Paul last Thursday. The business taken up was the election of Directors for the St. Paul, Minneapolis and Manitoba. James J. Hill, Donald Smith, and all the rest of the old board were elected. Samuel Hill of Minneapolis was elected President.

—President Van Horne and others officers of the Canadian Pacific Road have been notified to appear in the Federal court in Tacoma Nov. 16. The case against them is for alleged violations of the Inter-State commerce law.

CRISIS IN GUATEMALA.

The President Declares Himself Dictator and Calls an Election.

WASHINGTON, Oct. 13.—**Secretary Gresham this afternoon received the following cable dispatch from Mr. Young, United States Minister to Guatemala, dated yesterday:**

The President of Guatemala this day declared himself Dictator, dissolved the extra session of Congress, assumed control of the Government, and ordered a new election.

Guatemala, after having formed part of the Confederation of Central America for twenty-six years, was established as a republic on March 21, 1847. Its Constitution was not proclaimed till thirty-two years later, and was modified three times, in 1885, 1887, and 1889.

By the terms of this Constitution the legislative power is vested in a National Assembly, the members of which are Representatives chosen by universal suffrage for four years. The executive power is with the President, who is elected for a term of six years. The administration is carried on, under the President, by the heads of the six departments into which the affairs of the country, both foreign and domestic, are divided.

The 46,800 square miles that make up Guatemala are administratively divided into twenty-two departments or provinces. According to the latest reliable census, that of 1890, the population of the country was 1,460,017, about 60 per cent. of this number being pure Indians and most of the remainder half-caste, there being few descendants of Europeans. The capital of the republic and seat of Government is Guatemala la Nueva, with 70,000 inhabitants, (1890,) only a tenth of them being of European origin.

Refused One-Half Million.

CHICAGO, Oct. 13.—**The owners of No-to-bac, a guaranteed cure for the tobacco habit in every form, have met with such wonderful success that a syndicate offer of one-half million has been refused. Sales are numerous, and there is hardly a drug store that does not sell No-to-bac.**

CITY AND VICINITY.

—Miss Minnie Ackerman of East Orange, N. J., got a verdict for $8,000 damages yesterday in the Superior Court against the Third Avenue Railroad Company. She was injured while riding in one of the cars of the company June 23, 1891, and was confined to her home for several months.

—The Democrats of the First Assembly District of Westchester County, comprising the towns of Greenburgh, Mount Pleasant, East Chester, and Yonkers, will hold a convention in Yonkers Monday noon to nominate a candidate for member of the Assembly.

—The General Term of the Supreme Court yesterday handed down a decision sustaining the action of Judge Ingraham in dismissing the indictments found several years ago against Excise Commissioners Alexander Meakim, Joseph Koch, and Edward T. Fitzpatrick.

—Vigo Ullmann, President of the Norwegian Parliament, will be a passeger on the Anchor Line steamship City of Rome, which sails to-day. He has been on a visit to the World's Fair and is returing home via England, that he may call on Mr. Gladstone.

—The Rev. George J. Mingins, pastor of the Union Tabernacle, will address the young men's meeting at the East Eighty-sixth Street Branch of the Young Men's Christian Association tomorrow afternoon at 4 o'clock.

—The Westchester County Circuit Court, over which Justice Dykman has been presiding, adjourned yesterday until Oct. 24. The Judge, in the meantime, will hold court in Putnam County.

—The communication from the Rev. Dr. Parkhurst to the police authorities was taken up by the Police Board yesterday afternoon, and Superintendent Byrnes was ordered to make an investigation.

—The engines of the new steamship Lucania of the Cunard Line were examined yesterday by the junior class of the engineering school of the University of the City of New-York.

HOUSE FURNISHING.

Kitchen Furniture and Utensils, Cutlery, China, and Glass, Eddy Refrigerators.

LEWIS & CONGER,

130 & 132 West 42d Street.

FUNERAL OF MRS. FRANK REA.

Services at the Actors' Fund Attended by Many Theatrical People.

There was a large gathering of theatrical people at the office of the Actors' Fund yesterday morning to attend the funeral of Mrs. Frank Rea. To old theatregoers the names of Mr. and Mrs. Frank Rea are familiar. Six years ago Mrs. Rea made a special request that the Actors' Fund should take charge of her funeral, and that her body should be placed with that of her husband.

The services yesterday were conducted by the Rev. James P. Glass, assistant rector of the Church of the Transfiguration. Many floral tributes surrounded the coffin, among them being a large wreath of red roses, green leaves, ferns, and fringed gentians, sent by the family of Mrs. Max Bileman; a sheaf of wheat from Mrs. William Alley, and violets and mignonette from Mr. and Mrs. George K. Fortescue.

Mrs. Rea was sixty-seven years old. She died recently of cancer of the liver at the home of Mr. Fortescue, Evangeline Cottage, Winthrop Beach, Mass. Mrs. Fortescue was an adopted daughter of Mrs. Rea, who had made her home with the Fortescue family since the death of her husband. Mr. and Mrs. Rea were strongly devoted to each other, and many pleasant anecdotes are told of them. They were generally members of the same stock companies, and it was seldom that they did not play together. They were well known at Burton's Olympic Theatre on Chambers Street, the Bowery, and the elder Wallack's theatre. They were often seen in Broadway, walking arm in arm, and whenever Mr. Rea met a friend he was sure to say something about "my Ada, my dear old lady."

"That was one couple there was never any scandal about," said Aunt Louisa Eldridge at the rooms of the Professional Woman's League yesterday.

"Mrs. Rea was one of the best women that ever lived," said Mr. Fortescue. "I never knew a dearer, sweeter woman. She was the light of our home and my wife and daughter are nearly heartbroken."

Mrs. Rea went on a pleasure trip to Australia with Mr. and Mrs. Fortescue a few years ago. Her last engagement was with James A. Herne in "Drifting Apart," three seasons ago.

Besides the Fortescue family there were present at the funeral Charles Roberts, John W. Rea, Mr. A. V. Rea, Mrs. Frank E. Rea, Miss Alice Lee of Brooklyn, Mrs. Gulon, Mrs. Maybrook, Mrs. N. C. Forester, E. Southerland, J. J. Spies, Edward Coleman, Mr. Donaldson, John Matthews, and Mr. Gurney. Mrs. Sol Smith, Mrs. C. B. Bishop, Miss Lucille La Verne, Miss Emma Donaldson, Miss Helen Ottolenqui, Miss Edith Totten, Miss Pierson, and Miss Clark were present from the Professional Woman's League, of which Mrs. Rea was a member.

BRAZIL'S COMIC REVOLUTION.

Steamship Biela Brings News of the Republica Firing at the Fort at Santos.

The steamship Biela from Santos, which arrived yesterday, brought more news about the revolution in Brazil. The Biela left Santos Sept. 20. Capt. Davies said the people of Santos remained loyal to Peixoto, and that when they heard the cruiser Republica had been ordered to Santos they fortified the fort at that port with one small gun.

Lying out in the stream was a guard ship manned by sailors favorable to Mello. One night they seized a lot of tugs and steamed out of the harbor with the guard ship, making for Rio. After going up the coast their coal gave out, and the guard ship was scuttled and the sailors landed at St. Sebastian.

The Santos people heard of the predicament of the sailors, sent tugs to St. Sebastian, captured all the revolting sailors, and took them back to Santos.

Shortly after this the Republica appeared in the harbor. Fearing to injure the foreign residents in Santos the war vessel only fired a few shots at the tumbledown fort, and the one gun on the fort replied. Neither side did the slightest damage to the other, and the Republica, satisfied with her demonstation, sailed out to sea again.

A plot was discovered among the young men in Santos to aid Mello. The conspirators were arrested and two of them sent to Rio overland, so that Peixoto, the President, might decide what their punishment should be.

DIVED INTO THE STREET GUTTER.

Dr. F. W. Carman Thought It Was a Swimming Pool.

A large crowd of people was much amused by the queer actions of a tall and finely-built man at First Avenue and Sixty-ninth Street at midnight Thursday.

The man wore fine clothes, a silk hat, and cloth slippers, and had his suspenders tied around his neck. He appeared to labor under the impression that he was standing upon the brink of a swimming pool, for he repeatedly dived from the curb into the gutter, smashing his hat down over his ears and twisting his neck, all of which the bystanders loudly applauded.

He was arrested and was taken to the East Sixty-seventh Street Police Station. There he said he was Dr. Frank W. Carman, thirty-four years old, of 223 East Twenty-third Street, but he could give no further account of himself or explain his strange conduct. He appeared to be under the influence of some drug, and yesterday he was still in a dazed condition. He had with him a quantity of medicines, some syringes and instruments, and prescription blanks.

In the Yorkville Court yesterday Dr. Carman was committed for examination as to his sanity.

Sold Fraudulent Chattel Mortgages.

Simon D. Ferguson, twenty-eight years old, of Bath Beach, L. I., who carries on a mortgage and loan business at Broadway and Fourteenth Street, was charged in the Tombs Police Court yesterday with grand larceny and was held in $1,000 bail for examination next Wednesday. The complainant was Mrs. Josephine L. Melville, wife of Jerome B. Melville, also a mortgage and loan broker, at 30 East Fourteenth Street. Ferguson was introduced to the Melvilles by James Nugent, another broker, doing business in West Twenty-third Street. Nugent told them he had loaned several thousand to Ferguson, but that the latter needed more just then and wanted to dispose of some chattel mortgages. Mrs. Melville paid $4,300 for 100 mortgages. All the mortgages proved to be fraudulent. When arrested, Ferguson admitted the fraud and said he had lost the money on the races and in playing poker.

Dibble Sentenced for a Long Term.

POUGHKEEPSIE, N. Y., Oct. 13.—There was a dramatic scene in Judge Barnard's court this morning, when John Dibble was asked if he had anything to say why sentence should not be passed upon him. Dibble replied that he had never laid hands upon his wife, except as he had stated, and that he would go to prison an innocent man. Raising his right hand high above his head, he exclaimed: "I never killed my wife, and God knows I did not!" Judge Barnard said: "The marks or bruises upon her body are unmistakable signs that you choked her to death. I do not believe you struck her in the woods, as the witnesses said, but when you came back to the house and this little girl left you, then you killed your wife. The sentence of the court is that you be confined at Sing Sing prison for the term of eighteen years and seven months.

The Pickle Fire at Pittsburg.

PITTSBURG, Oct. 13.—It was not H. J. Heinz Company, picklers and preservers, who were burned out recently, but another concern of a similar name, with which they have no family or business connection. The original H. J. Heinz Company's offices and works, the largest in the world, are located on the north side of Pittsburg.

Insanity from Excessive Drinking.

COLLEGE POINT, L. I., Oct. 13.—Henry Hines, thirty-two years old, showed signs of insanity this afternoon. He was locked up in the village cell. An examination as to his mental condition will be made to-morrow. Excessive drinking is the cause of his condition.

HOW ABOUT THE PRUDENCE of allowing a Cough to run on, rasping the Pulmonary and Bronchial organs, when that approved and speedy remedy, DR. D. JAYNE'S EXPECTORANT, can be obtained from any Apothecary.—*Advertisement.*

BIERMAN, HEIDELBERG & CO.

OLD HERALD BUILDING
BROADWAY AND ANN ST.

The Largest Manufacturers in the World of Men's Highest-Grade Overcoats, Ulsters, &c.

Having been wholesalers for the past 30 years, and necessity only making us Retailers "pro tem.," we cannot embellish our announcements referring to what actual bargains in Men's Outer Garments we are offering with those jingly and semi-deceptive adjectives our more favored professional friends write so fluently.

We must content ourselves with simply stating, what is now pretty well known, that owing to the stringent times a great many of our orders were countermanded by our wholesale customers, leaving on our hands over $500,000 worth of surplus Overcoats, Ulsters, &c., which we are now selling at retail, getting and expecting only about our cost, as to move such a quantity of Fine Garments at a profit in a short space of time is out of the question.

TO-DAY

we will sell

45

English Covert

TOP COATS

very stylish, finished with Strap Seams, that were $18.00 at wholesale,

NOW $12.00.

165 VERY FASHIONABLE Black Clay, Black Soft Thibet, and Twilled Venetian, BETWEEN

Fall and Winter WEIGHT, OVERCOATS

Silk lined throughout, and tailored exquisitely—were $22.00 at wholesale,

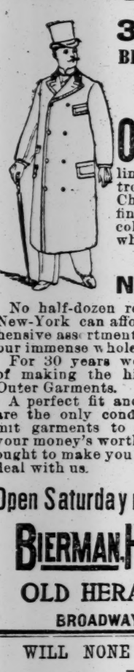
NOW $15.00

50 DOUBLE-BREASTED

ULSTERS,

cut full, easy, and long, made from Schnabel Rafine (short nap) Chinchilla, in steel-mixed and dark blue colors, worsted linings and heavy satin sleeve linings; were $25.00 at wholesale,

NOW $18.00



30 CARR'S Black Melton Double-Breasted Extra Fashionable

OVERCOATS

lined throughout with lustrons pure silk Satin de Chine, and finished with finest all-silk velvet deep collars; were $35.00 at wholesale,

NOW $25.00

No half-dozen retail clothing stores in New-York can afford to carry the comprehensive assortment at any price offered by our immense wholesale stock.

For 30 years we have made a specialty of making the highest grades of Men's Outer Garments.

A perfect fit and absolute satisfaction are the only conditions on which we permit garments to leave our hands; and your money's worth or your money back ought to make you feel reasonably safe to deal with us.

Open Saturday night until 10 o'clock

BIERMAN, HEIDELBERG & CO.

OLD HERALD BUILDING
BROADWAY AND ANN ST.

WILL NONE OF MAYNARD.

His Nomination Strongly Denounced by the Union League Club.

At the regular monthly meeting of the Union League Club held on Thursday night, with Gen. Horace Porter in the chair, resolutions were adopted strongly denouncing the nomination of Isaac H. Maynard for the Court of Appeals bench. The resolution was presented by E. B. Hinsdale, Chairman of the Committee on Political Reform. It read:

Resolved, That the nomination by the Democratic Party of Isaac H. Maynard as candidate for the Court of Appeals shocks the moral sense of the people of this State.

It is a bold attempt to secure approval of the great crime against the elective franchise, and should be resented by all intelligent citizens.

To the resolution were appended the signatures of E. B. Hinsdale, Chairman; C. C. Buel, Cephas Brainerd, Thomas L. James, William T. Schley, D. B. St. John Roosa, Jefferson Claus, James A. Blanchard, Logan C. Murray, Nathaniel A. Prentice, and Emerson Foote.

Resolutions were also passed declaring it to be the duty of every elector, irrespective of party, to support the candidacy of Edward F. Bartlett for the Court of Appeals.

Coal Cheaper in England.

LONDON, Oct. 15.—Owing to the settlements between masters and men in the coal districts the retail price of coal in London has fallen 8 shillings a ton.

Not a Ray of Hope

But Hood's Sarsaparilla Gave Perfect Cure.

"For about eight years I have patiently suffered from a discouraging and weakening failure of the liver, kidneys, and bladder. For eight weeks I lived on nothing but brandy and beef tea. I could not even keep milk on my stomach. It seemed only the medicine that was injected into my limbs kept me alive. In May I was just able to be taken to a hospital. Each physician declared my case incurable. But I rallied and decided to try Hood's Sarsaparilla. From the day I began to take it I began to feel better. I have taken several bottles

Hood's Sarsaparilla Cures

with continued improvement and now assist my mother in household duties. I surely owe my life to that great medicine, Hood's Sarsaparilla." Miss ORTENCIA E. ALLEN, Salem, Mass.

HOOD'S PILLS cure liver ills, sick headache, jaundice, indigest

PAGES 9-10. SATURDAY,

The New-York Times.

OCT. 14, 1893. PAGES 9-10.

IT WILL BE A BRAVE SHOW

MANHATTAN DAY AT THE FAIR AN ASSURED SUCCESS.

Preliminary Arrangements Are Moving Smoothly, and Subscriptions Are Coming in Satisfactorily—Mayor Gilroy's Confidential Clerk and Mr. Cockey, Secretary of the Executive Committee, Sent to Chicago to Complete Preparations There—No Expense to be Spared—Display of Fireworks to be Most Elaborate.

The arrangements for the celebration of Manhattan Day at the World's Fair Oct. 21 are being vigorously pushed forward by the committee appointed by Mayor Gilroy.

At a conference between the Mayor and Gen. Horace Porter, Chairman of the Executive Committee, it was decided that O. S. Cockey, secretary of the committee, should accompany Mr. McDonough, the Mayor's confidential clerk, to Chicago to complete the arrangements there for the celebration.

Mr. McDonough and Mr. Cockey left this city by a late train last evening and will remain in Chicago until after the close of the ceremonies. Mayor Gilroy will leave next Tuesday.

The various sub-committees reported yesterday that matters were progressing favorably and that they expect Manhattan Day will be one of the most memorable in the annals of the Columbian Exposition.

Mr. McDonough and Mr. Cockey have received instructions to spare no expense to insure the success of the celebration, and will keep the Chairman of the Executive Committee informed by telegraph in reference to the progress of the work assigned to them.

The display of fireworks on the grounds of the exposition on the evening of Manhattan Day will be one of the most elaborate ever witnessed in this country. It will cost about $10,000. The managers of the exhibition grounds have been requested to allow them to remain open until midnight on the 21st, to give the visitors an opportunity of seeing the fireworks and the grounds lighted up at night.

Orders were given yesterday for 50,000 additional badges for the excursionists, and 100,000 souvenir admission tickets to the grounds of the exposition will be received at the Mayor's office to-day, and will be on sale at the Bureau of Information in the Governor's Room of the City Hall. They can also be procured at all the railroad offices in the city.

All the members of the committee are working earnestly to make Manhattan Day a great success, and the indications are that over 20,000 excursionists at least will leave this city for Chicago on Oct. 18 and 19.

Many letters were received yesterday at the information bureau asking for details of the programme arranged for the celebration. Several of these communications were from persons living in the suburbs and the neighboring cities, where the interest felt in the excursion to Chicago is even greater than has been manifested in this city.

Controller Myers yesterday received the following additional subscriptions to defray the expense of the celebration:

C. P. Huntington..	$200	Arthur L. Merriam.	50
Perry Belmont.....	200	John J. Ryan......	50
Robert McCafferty.	100		
Robert B. Nooney..	100		$1,000
F. J. Tappen......	100	Previously ac-	
James S. Coleman.	100	knowledged.......	3,140
S. W. Fairchild....	100		
Total			$4,140

The following letter was sent yesterday to the Presidents of the various trunk railways having headquarters in this city:

Dear Sir: At a meeting of the Executive Committee of the Manhattan Day celebration at the World's Fair, held at the Mayor's office to-day, the Transportation Committee was requested by resolution to solicit contributions from railroad companies toward expenses of the celebration at Chicago on Oct. 21. It is assumed that, even at the reduced rates made for the day-coach excursions, the railways will be largely benefited by this celebration, as efforts are being made in all directions to induce a very large attendance from New-York and its immediate vicinity. It is estimated that at least $20,000 will be required, in order that the record of Manhattan Day may be made memorable and illustrious in the annals of the exposition, as befits the fame of the chief city of our land.

It is earnestly requested that your company should make a liberal donation toward the Manhattan Day fund, and you are requested to send either to the undersigned or to the Treasurer of the Executive Committee, the Hon. Theodore W. Myers, a generous contribution. Yours very truly, T. P. FOWLER, Chairman Transportation Committee.

O. S. COCKEY, Secretary.

The New-York Florists' Club will send a load of cut flowers to Chicago on the evening of the 19th, to be used in decorating the New-York Building and Festival Hall, in which the exercises will be held on Manhattan Day.

The programme, as far as the arrangements have been completed, will include a musical festival in the evening, addresses by prominent speakers in the afternoon, and a reception in the evening.

Among the principal pieces in the display of fireworks will be a bust of Mayor Gilroy, the Bartholdi Statue of Liberty, and the New-York City Hall.

Many of the State buildings on the grounds will be especially decorated for the occasion. The use of the floats seen on Chicago Day has been offered and accepted, and also the offer of the Chicago Hussars to act as an escort of honor to the New-York delegation.

CHURCH CORNERSTONE LAID.

Exercises at the Scarborough Edifice Projected by Col. Shepard.

SING SING, N. Y., Oct. 13.—The cornerstone of the Scarborough Presbyterian Church, two miles south of here, was laid this afternoon in the presence of a large gathering. The church was projected by the late Elliott F. Shepard, who was, at the time of his death, erecting an elegant country mansion at Scarborough. His widow is carrying out his plans.

The building will be 40 by 125 feet, of French Renaissance style of architecture. It will be built of marble with limestone trimmings.

The exercises comprised an invocation by the Rev. J. A. McWilliams, pastor of the Presbyterian church of Sing Sing; singing the doxology, Scripture reading by the Rev. Rollin Sawyer, Montclair, N. J.; hymn, "My faith looks up to Thee," by children; address by the Rev. T. M. Niven, D. D., of Dobbs Ferry; laying of the cornerstone by Elliott Fitch Shepard; prayer by the Rev. F. F. Blessing of Scarborough; hymn, "How firm a foundation," and benediction pronounced by the Rev. W. N. Searles of the Methodist Episcopal church, Sing Sing.

Wife Murder and Suicide Attempted.

Dennis Fox, a dissolute young man of vagrant habits, attempted to kill his wife, Minnie, yesterday afternoon by shooting her. He then shot himself, and he is now in a precarious condition at the Presbyterian Hospital. His wife will recover. The couple had been married about three years. He was a dissipated young man and did no work, depending upon his wife for support. She left him several months ago and secured a position as nurse in the household of Dr. H. F. Nordeman of 1,309 Madison Avenue. Fox called on his wife Thursday night and asked her to return to him. She refused and he threatened to kill her. Yesterday afternoon Mrs. Fox was sitting on the stoop in front of 60 East Ninety-third Street, with Dr. Nordeman's little child, when she saw her husband get off a Madison Avenue horse car. She started to run away, but her husband followed her and fired one shot at her, which took effect. He then fired four shots at himself, one of which struck him in the right temple. Mrs. Fox was not badly wounded and was attended by Dr. Nordeman at his house. Her husband, it is expected, will die.

A Frightened Truck Horse Drowned.

Two truck horses, driven by James Murrer of 420 East One Hundred and Twenty-third Street, became unmanageable yesterday morning on Pier 4 East River and dashed down the pier toward the river. Just as the horses reached the end of the pier the driver jumped from the truck. One of the horses went over the end of the pier into the water, while the other reared and plunged and finally fell to the ground. The horse which fell into the water was kept half suspended by the pole and harness. The truck did not go off the pier, a forward wheel having been caught by the bulwark. Everything possible was done to rescue the drowning horse, but all the tugging and hauling were useless. Finally the harness was cut so as to release the animal which was tied down to the end of the pier. The horse which fell into the water was drowned.

DIDN'T BELIEVE THE POLICEMAN.

The Jury Acquitted Puny John McGlone, Charged with Assaulting Patrolman Luman.

John McGlone, who is undersized and not strong, was on trial in the Court of General Sessions yesterday, charged with assaulting Policeman Edwin V. Luman. The jury evidently thought that Luman had perjured himself and was a brute, for McGlone was acquitted, the twelve men not leaving their seats.

The policeman showed a photograph of himself, which bore evidence of having been doctored so as to bring out prominently the appearance of huge bumps and cuts upon the forehead. He said the photograph had been taken the day following the assault.

After Assistant District Attorney Macdona had seen the picture and heard the story of the alleged assault, he ordered Luman out of court, saying:

"Get out of here, and take your 'fake' photograph."

McGlone said that on Sept. 18 he and a companion, Thomas McGowan, went to a saloon at Twenty-fifth Street and Second Avenue, where they found Luman leaning upon the bar. The policeman said, according to the witness:

"Aren't you fellows going to set 'em up?"

"No," answered McGowan, "you get your money twice as easily as we do, and you get twice as much, and you can afford your own drinks."

Luman scowled at McGowan, who is a little fellow, but plucky, and then McGlone, who feared trouble, offered to pay for the drinks. His companion interfered and prevented him from spending any money.

The policeman started out of the place, saying he would get even some time, and after he had gone the bartender warned his customer against him.

The two men stayed in the saloon fifteen minutes and went out by the side door. Just as they reached the sidewalk, McGlone says the policeman set upon them, knocking McGowan down. McGowan got up and made for Luman, but was felled again, this time his shoulder being dislocated.

McGlone said he had run upstairs to tell of the assault, and when he returned the policeman knocked him down also. Both men were locked up, and the next day McGowan was fined $3, while McGlone was held and indicted.

McGowan was so badly hurt he was obliged to go to a hospital. He has been unable to work since the assault. He made complaint about the policeman's conduct, but he says Inspector Williams refused to order an investigation.

On the stand, McGowan told the same story as his companion, although he had not been in the court room when McGlone was testifying. McGowan said he struck the policeman with a small bottle of whisky, but that McGlone had not assaulted Luman, as alleged.

Judge Cowing, who heard the case, sympathized with McGlone, but of the policeman he said:

"Oh, he is playing the baby act, I think."

Luman may have to make an explanation before the Police Commissioners.

STUDENTS WRECK A LAUNDRY.

Two Members of the Princeton Junior Class Held for the Grand Jury.

PRINCETON, N. J., Oct. 13.—Edward Munn of East Orange and Thomas Slidell of Princeton, both members of the junior class of Princeton College, while intoxicated last night, went to the laundry of Sing Lee and Lee Why for their linen. Munn and Slidell did not have the checks for their washing, and the Chinamen refused to give it up.

The students attacked the Celestials, beating and kicking them terribly about the head and body. The Chinamen attempted to defend themselves with hot flatirons and scalding water. Munn and his companion got possession of these weapons and attacked the Chinamen, and burned them frightfully on the back and feet. One of the Chinamen is in a precarious condition.

The interior of the laundry was demolished and window panes were smashed by the flying irons. The police and a crowd soon appeared. During the excitement the money drawer was robbed of $35 and $50 was taken from the trousers of one of the Chinamen.

Munn and Slidell were arrested this morning and taken before Justice Robinson, who fixed their bail at $1,000 each on a charge of assault and battery, to await the action of the Grand Jury, which is now in session in Trenton. They both gave bail.

Munn is Treasurer of the Princeton Football Association and Slidell comes from one of the richest and most aristocratic families in Princeton. It is said they refuse to help him out of his trouble.

Munn, it is said, has offered the Chinamen a large sum to withdraw the charge, but the Celestials refuse, as they consider it a matter of offended dignity.

The Princeton freshmen and sophomores had another fracas early this morning. About 2 o'clock the freshmen made their appearance on the streets with paste buckets and proclamations. The proclamations, which they posted in prominent places, referred in offensive terms to the sophomores in connection with the recent freshman baseball victory.

The sophomores got wind of the undertaking, and were out by 3 o'clock, tearing down the proclamations and preventing the posting of others. It is said the freshmen have posted their manifestos throughout the adjoining country as far as Trenton.

MONEY FOR FOREIGN MISSIONS.

A Large Sum to be Contributed This Year by Congregational Churches.

WORCESTER, Mass., Oct. 13.—The final session of the eighty-fourth annual meeting of the American Board of Commissioners for Foreign Missions opened this morning. A communication was received from the Rev. J. W. Cooper, D. D., of New-Britain, Conn., declining, because of other engrossing duties, to accept membership in the Prudential Committee. Dr. Elijah Horr was elected to fill the vacancy. Resolutions were read and adopted in appreciation of the services of Messrs. Thompson and Torrey and Secretary Alden.

The Rev. Henry T. Sheever of Worcester read resolutions in appeal for raising money and subscribed $1,000 in memory of his sister, the late Mrs. Ichabod Washburn.

The report of the Committee on the Pacific Islands recommended an assistant for Dr. Hyde. The Rev. Mr. Robinson and Mr. Baker of Honolulu seconded the recommendation, and favored the urging of annexation to the United States. The President suggested a memorial to the Government of the United States.

Treasurer Langdon S. Ward asked the meeting what should be done to pay the deficit in the treasury. It will be necessary, he said, to get $150,000 additional money this year to pay the debt and additional expenses. Several subscriptions of $1,000 each were received. It was voted that all the Congregational clergymen hold services Nov. 12 for the purpose of raising money.

Resolutions were accepted asking the Prudential Committee to report on necessary changes in the by-laws should women be made eligible to the Prudential Committee.

A resolution was adopted addressed to the United States Senate and House of Representatives asking that the Geary act be amended, so that its objectionable features detrimental to American citizens in China may be eliminated.

After an address by H. Kozoki of Dashica College, Kioto, Japan, there was singing and a prayer by the Rev. Dr. Goodwin of Chicago. President Storrs then pronounced the benediction. The next meeting of the board is set for the second Wednesday in October, 1894, at Madison, Wis.

Claimed to be a Pension Examiner.

FLEMINGTON, N. J., Oct. 13.—James Goodfellow of Sand Brook, a prominent farmer and Grand Army man, made application for a pension two months ago. Monday a man called and said he was a United States Pension Examiner. He took Goodfellow into a dark room to examine his eyes and put a solution in them, blinding Goodfellow. He then gave him chloroform and robbed him of $100.

Mr. Howell Looks for Prosperity.

Clark Howell, editor of The Atlanta Constitution, is at the Marlborough Hotel. "Georgians are ready to accept any reasonable compromise which will recognize the use of silver," he said to a reporter for The New-York Times. "What we want especially is to restore business to a sound basis, and I look for an era of prosperity in the near future."

Smallpox in College Point.

COLLEGE POINT, L. I., Oct. 13.—Residents are alarmed over the development of another case of smallpox. The afflicted person is Albert Fehn, fifteen years old, youngest son of Frank Fehn, the village baker. Health Officer Reimer took prompt measures to prevent the spread of the disease.

IT WILL BE A GREAT PAPER

WITH ALL THE NEWS

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The Republican departure from the wise policy inaugurated during President Cleveland's first term likely to prove very costly to this country

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The story of Last Island—A terrible visitation of nearly forty years ago recalled by the recent disaster in the South—A lovely sea-side resort lost

IN

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THE SUNDAY TIMES

WEST POINT'S GYMNASIUM

A fine new building erected for the athletic training of the cadets, and fitted with all the new and approved kinds of apparatus—The physical "setting-up" of the plebes

Prof. BRANDER MATTHEWS

Aggressively American and a learned Molierist, he would not live out of New-York for a million a year—His characteristics in his book plate

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IT WILL BE UNEXCELLED IN EVERY DEPARTMENT

CHICAGO PRODUCE MARKET.

Wheat Was Lower, Corn Moderately Active, and Provisions Firm.

CHICAGO, Oct. 13.—The range of prices on wheat to-day was lower and a good business was transacted. The opening was about ⅝@¾c lower than yesterday, fluctuated slightly, then recovered the early decline, then declined 1c, held steady, and closed 1@1⅛c lower. The principal influence on the market to-day was the reported adjournment of the Senate without taking action on the Silver bill. The heavy receipts in the Northwest, 1,056 cars at Duluth and Minneapolis, also helped to further depress values.

English cables were weaker, and export clearances not large. There was no encouragement in the news, and considerable "long" wheat was unloaded. Speculative offerings were heavy, while there was no disposition to buy, as lower prices were feared on the ground of liberal receipts and small exports, resulting in a large increase in the visible supply for the week. Export clearances aggregated 502,000 bushels in wheat and flour. There is some talk of reduced acreage in the Winter wheat country, as it is thought the low prices have discouraged the raising of wheat. It is expected that the interior receipts in the Winter wheat district will soon show a falling off, farmers giving their attention to the movement of hogs to market. There was a rumor of the working of a large cargo at this point for export, but the facts could not be obtained. Domestic markets were weaker. Receipts at Chicago, 225 cars, 35 cars over estimates. Withdrawals from store, 48,809 bushels. Receipts at principal Eastern and Western points were 1,047,833 bushels; shipments, 493,368 bushels.

Corn was only moderately active, the range of prices covering ½@⅝c. The tone early was steady on some good buying against puts and on support by the buyers of yesterday, but as the day advanced this support was withdrawn and the selling increased, prices declining very easily. The action of wheat and the unfavorable news from Washington acted as bearish factors and had a depressing effect. The corn acreage in Iowa is increased about 500,000 bushels from that of last year. The receipts, 732 cars, were 83 cars over the number estimated. Domestic markets easy and cables higher for spot corn but unchanged for futures. The market opened ⅛c lower, sold down ¼c, rallied ⅛c, declined ⅝c, rallied slightly, and closed with ⅜@½c loss. Exports were fair and the out-inspection at this point very free at 361,464 bushels. To-day's charters were for 130,000 bushels. Receipts at Western points were 662,620 bushels and shipments 216,268 bushels. The demand for cash corn was fair at prices ¼@⅜c lower, closing steady.

Oats—There was good trade and weak feeling in sympathy with other grains and on free selling by longs. After a decline of ½@¾c, some good buying orders appeared on the market; but they were not sufficient to cause more than ¼c reaction, the close being ⅜@½c lower than yesterday. Receipts, 363 cars, were 23 cars over estimates. Withdrawals from store, 140,710 bushels. Exports were fair. The cash demand was fair at ½@¾c decline.

Provisions opened firm and slightly higher on the report that the run of live hogs was 5,000 head less than estimated, with an active demand at higher prices. Later the estimate was increased 3,500 head, and an easy feeling set in in product. The weakness in wheat also had a weakening influence in produce, all speculative articles responding to the unfavorable news from Washington. Just before the close there was a slight reaction, and the close was steady all around.

There was a good shipping demand on both foreign and domestic account, and outside markets were steady. Cables reported foreign markets easy. Receipts were moderate of meats and light of lard, and shipments liberal of meats and moderate of lard. January pork and ribs closed 2½c lower than yesterday, with January lard unchanged.

Estimated receipts for to-morrow are: Wheat, 200 cars; corn, 675 cars; oats, 290 cars; hogs, 8,000 head.

Freights were slow, but offerings of vessel room not large. Rates are steady for wheat and 1¾c for corn to Buffalo.

Articles.	*Opening.*	*Highest.*	*Lowest.*	*Closing.*
Wheat, No. 2—				
Oct	63¼	63¾	62⅜	62¾
Dec	65⅞	66	65	65¼
May	73⅜	73½	72½	72¾
Corn, No. 2—				
Oct	38⅝	38⅝	38⅛	38¼
Nov	39⅛	39⅛	38⅝	38¾
Dec	38¾	38⅞	38¼	38⅜
May	42⅜	42⅝	42	42¼
Oats, No. 2—				
Oct	26⅜	26⅜	26¼	26¼
Dec	27¾	27¾	27⅛	27⅛
May	31¼	31¼	30½	30¾
Mess pork, ₩ bbl—				
Oct	$16.25	$16.25	$16.25	$16.25
Jan	14.67½	14.75	14.55	14.65
Lard, ₩ 100 lb—				
Oct	9.65	9.65	9.65	9.65
Jan	8.60	8.62½	8.50	8.55
Short ribs, ₩ 100 lb—				
Oct	8.60	8.65	8.55	8.57½
Jan	7.65	7.67½	7.57½	7.62½

Cash quotations were as follows: No. 2 Spring wheat, 62¾c; No. 3 Spring wheat, 58@62c; No. 2 red, 62¾c; No. 2 corn, 38¼c; No. 2 oats, 26½c; mess pork, ₩ bbl, $17.50@$18; lard, ₩ 100 lb, $9.70@$9.75; short ribs, sides, (loose,) $9.45@$9.50; dry-salted shoulders, (boxed,) $7@$7.25; short clear sides, (boxed,) $9.25@$9.50.

Articles.	*Receipts.*	*Shipments.*
Wheat, bushels	167,551	88,874
Corn, bushels	526,206	158,977
Oats, bushels	489,299	225,023

REFEREES AND RECEIVER.

Referees Named Yesterday.

SUPREME COURT—*Patterson, J.*—Matter of Madison Square Bank—Thomas F. Donnelly. Pambreling vs. Graham—J. Warren Greene. Matter of Clark—Francis P. Lowrey. Sutherland vs. Wells—William J. Lardner. Franke vs. Rogers, (two cases,) John B. Pine; New-York Life Insurance Company vs. Haberman—Frederic R. Coudert, Jr., Heimath vs. Simons—Arthur H. Van Brunt.

SUPERIOR COURT—*Gildersleeve, J.*—Wolf vs. Selling—Augustus C. Nanz.

Receiver Appointed Yesterday.

SUPREME COURT—*Patterson, J.*—Edward Cokelat vs. Peter Cokelat et al.—William H. Ricketts.

RUSSIAN FLEET AT TOULON

ENTHUSIASTIC WELCOME GIVEN TO THE VISITORS.

Thousands of Visitors Join with the Residents in Celebrating the Arrival—The City Gorgeously Arrayed in Bunting—Interchange of Courtesies Between the Czar's Officers and the Civic Officials—French War Ships Participate—Hymn of Welcome by Choral Societies.

TOULON, Oct. 13.—A finer day for the reception of the Russian fleet could not be imagined. The sky was cloudless and the air was warm. An hour after daybreak the whole town was awake and stirring. Sixty thousand strangers slept in the town last night. All were out in holiday attire by 9 o'clock this morning. Every stitch of bunting had been spread. Bands were playing and the crowds were cheering. The open space near the Town Hall and the streets leading to it were packed so densely that carriages could not pass through them. Every tenth man was vending souvenirs of the day. Sprays of artificial forget-me-nots were sold by thousands. Hardly a man, woman, or child was without a knot of French and Russian colors in the hat or on the breast.

Gunshots from the arsenal at the Quai de la Darse Vieille at 10:50 o'clock announced that the Russians were coming. As soon as the visiting war ships were sighted a light division of the French fleet, under Commander Marechal, weighed anchor and put out to meet them. The shore of the roadstead just beyond the Arsenal du Mourillon, about a mile from the town, had been lined with persons eager to see the first courtesies exchanged by the squadrons. As soon as the guns spread the news of the arrival of the Russians, thousands more started out on the shore road.

The whole length of the road was crowded before noon with struggling, cheering sightseers. The Russian war ships Emperor Nicholas I., Admiral Nakhimoff, Pamiat Azove, and Rynda were in plain view at 11:30 o'clock. The Frenchmen saluted and the Russians answered. Commander Marechal then boarded the Emperor Nicholas I., flagship of the squadron, and welcomed the Russian Admiral, Avelan, and his officers to French waters. The naval tug Hercules, as pilot of the Russian fleet, led the way back up the harbor. The Russians proceeded at quarter speed. Innumerable coasting vessels and pleasure craft lay thick from shore to shore. All were loaded with excursionists and were decorated with Russian colors.

As the big war ships moved toward the Arsenal docks, the excursionists shouted cheer after cheer. Handkerchiefs and flags were waived from every deck to the Russians. The forts and guard ships were firing salutes and all the bands on shipboard and along shore were playing the Russian anthem. The fifty or more French war ships in the harbor had all their decorations out, their yards manned, and their bands playing.

As the Russians passed each French war ship her marines gave a long cheer in unison, and the marines of the visiting squadron cheered in return.

Admiral Avelan stood uncovered on the bridge of the Emperor Nicholas I., waving his cap constantly in response to the greetings from every side. When the Russian war ships had dropped anchor, they all returned the salutes of the Frenchmen.

The chief officers of the French fleet and land forts embarked at noon for the flagship. They were received most cordially. After embracing and speaking a few words of welcome, the French officers left the flagship. With Commander Marechal, Admiral Avelan and his staff then took a launch for the Quai de l'Horloge. They landed at 1 o'clock. The crowd at the quay and far back into the town was packed closely in every available bit of space. Windows 100 yards from the quay were filled with heads, and the roofs were white with waving handkerchiefs. The Russian Admiral was greeted with incessant cheering. He was received with high military honors, and he proceeded at once with his staff to pay a visit to the French naval authorities.

The fleet of small pleasure craft in the harbor increased rapidly after noon. Steamers, yachts, and rowboats crowded around the Russians. The parties aboard them shouted almost constantly for Russia, the Czar, and the friendship of the French and Russian Governments. Bands on the steamers played the Russian anthem.

At the Arsenal Admiral MacGuckin and Admiral Rocomaure, both stationed at Toulon, and the French staff officers, advanced to welcome the visitors. After a brief but hearty exchange of greetings Admiral Avelan and staff were escorted on foot to the Prefecture Maritime, about 100 yards off. As they walked slowly toward the scarlet and gold front of the Prefecture, a battery of twelve guns thundered a salute, a band in the Place d'Armes, which the building faces, played the Russian anthem, and the thousands packed up to the narrow lane through which the officers passed raised deafening cheers.

Admiral Rieunier, Minister of Marine, and Admiral Vignes, Commander in Chief of the Mediterranean squadron, awaited the Russians in a salon resplendent with crimson and gold. A few words of hearty greeting were exchanged and then Admiral Rieunier made a short speech of welcome. He rejoiced with the French people, he said, in the present evidences of sympathy between the two powerful nations, Russia and France. He was proud and happy that it had fallen to his lot to welcome the Russians to France in the name of the French Government. Admiral Avelan bowed his acknowledgment of Admiral Rieunier's words and replied informally. He conversed with Admiral Rieunier about five minutes as they sat together on the sofa. Then the two Admirals went out on the balcony to show themselves to the vast assemblage in the Place d'Armes. They were greeted with frantic cheering which they acknowledged by bowing repeatedly. Soon after the Russians returned to the ships over the route by which they came. The Toulon choral societies had gathered meantime at the arsenal, and as the naval party passed they sang a hymn of welcome.

Later in the afternoon the Russian officers visited Admiral de Boissudy aboard the Formidable and Admiral de la Jaille aboard the Richelieu. Jaille, commanding the Mediterranean reserve fleet of France, is an old friend of Admiral Avelan and embraced him repeatedly when they met.

Admiral Avelan and his staff landed again a little after 3 o'clock at the quay opposite the Town Hall, where M. Ferraro, the Socialist Mayor, and many Senators and Deputies awaited them. The Mayor read an address of welcome, which closed with these words:

"The representatives of all the departments of France have gathered here with the municipal authorities of Toulon to show you how the hearts of all Frenchmen beat with one accord, animated solely by the feeling that your visit cements the friendship of the two nations and proves the affinity of the two races."

After the Mayor of Marseilles had made an address of similar tenor, Mme. Juliette presented the jewels bought for the Russian sailors' wives with money subscribed by the women of France.

M. de Giers, of the Russian Embassy in Paris, accompanied Commander Marechal and the light division which went out to meet the Russian fleet. He has telegraphed to Baron Mohrenheim, the Russian Ambassador in Paris, a full description of the scenes during the reception.

The most popular articles sold by hawkers this afternoon were small Franco-Russian conversation dictionaries—some of them containing only a few pages of the commonest expressions. The dictionaries were peddled out by the thousand.

In the evening Admiral Reunier gave a banquet to the officers of the Russian fleet.

The Question of a Submarine Boat.

WASHINGTON, Oct. 13.—The navy may not get a submarine boat, after all. The recommendation in favor of a sub-aquatic craft, to be built on the plans submitted by J. H. Holland of Newark, N. J., has been on Secretary Herbert's desk for some weeks. He has gone carefully over the subject with Commodore Sampson, the Chief of Ordnance, and has not yet reached a decision. It is said, however, that Mr. Herbert is seriously considering abandoning the idea of a submarine boat. He questions the utility of the project and believes the ends to be reached by this form of ship can be as well attained by a less expensive and less dangerous vessel.

Davenport's Cage Not Wanted.

Postmaster Dayton has asked permission of the Treasury Department in Washington to remove the famous Davenport Cage, which is now in Room 153 of the Post Office Building, in this city. Mr. Dayton needs the room. An effort to have the cage removed failed some years ago during a Republican Administration. The cage was first used in 1876, when a number of Democratic voters were arrested. It takes up much of the room, and during election time was filled with men whom Davenport arrested.

Business Improving in Georgia.

Ex-Gov. R. B. Bullock of Georgia is at the Fifth Avenue Hotel. "Business is improving somewhat down our way," he said to a reporter for The New-York Times. "The crops are good and the outlook is favorable."

Democratic Club Dinner.

The first monthly club dinner of the season will take place at the Democratic Club Saturday evening, the 28th inst. Collector of the Port Kilbreth will be the guest of the club on that occasion.

THE LIVE STOCK MARKET.

NEW-YORK, Friday, Oct. 13, 1893.

Receipts for this day:

	Beeves.	Cows.	Veals and Calves.	Sheep and Lambs.	Hogs.
Jersey City	266	....	29	1,435	534
Sixtieth St	698	10	234	1,857	27
Fortieth St	....	....	....	....	710
Hoboken	101	....	38	418	....
Total	1,065	10	301	3,710	1,271

BEEVES—Receipts were 63 cars: 15 cars at Jersey City, 42 cars at Sixtieth Street, 3 cars at Hoboken, and 3 cars by the Lehigh Valley Railroad; 48 cars consigned to slaughterers; 15 cars, with 4 cars carried over, for the market. Latest cable advices quote refrigerated beef steady at 8c lb and American steers at 9½@10½c lb, estimated dressed weight. Shipments to-morrow: 100 cattle on the Martello for M. Goldsmith, 1,400 quarters of beef on the Jersey City for N. Morris, and 1,100 quarters on the Lucania for Eastmans Company. Demand slow at steady prices for common to medium natives; good to choice 10c cwt lower. Common to prime native steers sold at $3.75@$5.05 cwt; 11 tops at $5.25@$5.50; oxen at $3.50@$4.15; bulls at $2.25; cows at $1.35@$2.50; 1 heifer at $4.70. SALES.—D. M'PHERSON & CO.—17 Western steers, 1,383 lb average, at $4.90 100 lb; 17 do, 1,292 lb, at $4.55; 8 do, 1,294 lb, at $4.50; 1 do, 1,000 lb, at $4.20; 12 do, 1,109 lb, at $3.90; 1 cow, 1,000 lb, at $2.50; 1 do, 860 lb, at $2; 1 do, 860 lb, at $1.75; 2 do, 850 lb, at $1.35. SHERMAN & CULVER—17 Ohio steers, 1,388 lb, at $4.75; 7 do, 1,286 lb, at $4.70; 11 do, 1,083 lb, at $4; 2 do, 1,010 lb, at $3.75. M. GOLDSMITH—6 Illinois steers, 1,371 lb, at $5.05; 3 oxen, 1,320 lb, at $4.15. S. W. SHERMAN—19 Illinois steers, 1,329 lb, at $4.50. S. SANDERS—4 Ohio steers, 1,560 lb, at $5.50; 7 do, 1,473 lb, at $5.25; 2 do, 1,390 lb, at $5; 10 Virginia do, 1,247 lb, at $4.15; 17 do, 1,249 lb, at $3.95; 1 Western do, 1,340 lb, at $4.75; 1 do, 1,200 lb, at $4.65; 5 do, 1,258 lb, at $4.40; 10 do, 1,220 lb, at $4.10, 1 heifer, 1,310 lb, at $4.70. NEWTON & GILLETT—15 Virginia oxen, 1,298 lb, at $3.50; 10 bulls, 1,010 lb, at $2.25; 15 cows, 889 lb, at $1.75.

SHEEP AND LAMBS—Receipts were 17 cars: 6 cars at Jersey City for the market, 9 cars at Sixtieth Street, of which 2 cars, with 2 cars at Hoboken, consigned to slaughterers. Market dull but steady for both sheep and lambs. Sheep sold at $3@$4 cwt; lambs at $4@$5.25 for common to choice; culls at $3.62½; sheep and lambs at $3.75@$4.25. SALES.—G. DILLENBACK—211 Western lambs, 71 lb average, at $5 100 lb; 232 do, 74 lb, at $4.75; 205 do, 72 lb, at $4.62½; 227 do, 58 lb, at $4.25; 94 State do, 70 lb, at $4.50; 64 do, 62 lb, at $4.37½; 10 do, 72 lb, at $4; 75 State sheep and lambs, 65 lb, at $4.25; 115 do, 60 lb, at $4; 209 Western sheep, 100 lb, at $3.75; 16 State do, 100 lb, at $3. HALLENBECK & HOLLIS—181 Pennsylvania lambs, 67 lb, at $4.50; 255 Western do, 59 lb, at $4; 29 Pennsylvania sheep, 93 lb, at $3. HUME & MULLEN—88 State lambs, 76 lb, at $5.25; 150 do, 73 lb, at $5; 12 do, 70 lb, at $4.75; 82 do, 59 lb, at $4.50; 31 State sheep, 132 lb, at $3.75; 12 do, 90 lb, at $3. JELLIFFE, WRIGHT & CO.—180 State sheep and lambs, 71 lb, at $3.75; 52 State lambs, 75 lb, at $5; 10 State sheep, 124 lb, at $4. D. HARRINGTON—251 Kentucky lambs, (culls,) 62 lb, at $3.62½. S. JUDD & CO.—257 West Virginia lambs, 67 lb, at $4.62½; 100 State do, 65 lb, at $4.50; 28 State sheep, 91 lb, at $3.50. P. S. KASE—92 Pennsylvania lambs, 70 lb, at $4.50; 87 Pennsylvania sheep, 99 lb, at $3.25. M. COLLINS—216 Indiana lambs, 70 lb, at $5; 124 Ohio sheep, 84 lb, at $3.50. NEWTON & GILLETT—170 State lambs, 62 lb, at $4.20; 3 State sheep, 70 lb, at $3.25; 23 do, 93 lb, at $3.25; 42 do, 95 lb, at $3.37½. D. M'PHERSON & CO.—257 Virginia lambs, 64 lb, at $4.25.

VEALS AND CALVES—Market active and steady for all kinds. Grassers sold at $2.50@$2.75 cwt; fed calves at $3@$4; common to choice veals at $5@$8.25. SALES.—HUME & MULLEN—2 veals, 150 lb average, at $8.25 100 lb; 8 do, 167 lb, at $8; 4 do, 149 lb, at $7; 6 do, 152 lb, at $6.50; 4 do, 247 lb, at $5; 4 fed calves, 247 lb, at $4; 10 grassers, 226 lb, at $2.75; 9 do, 184 lb, at $2.62½; 2 do, 160 lb, at $2.50. JELLIFFE, WRIGHT & CO.—2 veals, 167 lb, at $8; 4 do, 147 lb, at $7.50; 4 do, 105 lb, at $5; 4 fed calves, 130 lb, at $4; 11 grassers, 221 lb, at $2.75; 4 do, 222 lb, at $2.50. G. DILLENBACK—24 veals, 143 lb, at $8; 3 do, 186 lb, at $5. HALLENBECK & HOLLIS—4 veals, 175 lb, at $8.25. NEWTON & GILLETT—4 veals, 120 to 230 lb, at $6.75@$7.50; 5 grassers, 200 to 265 lb, at $2.50. P. S. KASE—13 grassers, 277 lb, at $2.75.

HOGS—The arrivals were 9 cars: 4 cars at Jersey City and 5 cars at Fortieth Street; 2 cars for sale. Market weak and a shade lower. General sales at $6.60@$7.25; a little bunch at $7.30. SALES.—A. W. LAMB—18 State hogs, 150 lb average, at $7.25 100 lb; 58 do, 160 lb, at $7.20; 72 do, 180 lb, at $7.15; 12 do, 165 lb, at $7.10; 11 do, 205 lb, at $7; 6 roughs, 310 lb, at $6; 1 stag, 570 lb, at $4.50. JELLIFFE, WRIGHT & CO.—35 State hogs, 150 lb, at $7.25; 9 do, 369 lb, at $6.87½; 1 do, 330 lb, at $5.87½. HUME & MULLEN—65 State hogs, 134 lb, at $7.25; 4 do, 295 lb, at $6.75; 14 roughs, 306 lb, at $6; 1 stag, 190 lb, at $5. HALLENBECK & HOLLIS—23 State hogs, 215 lb, at $6.75; 64 do, 243 lb, at $6.75. P. S. KASE—46 State hogs, 138 lb, at $7.30; 3 sows, 253 lb, at $6.30; 1 stag, 400 lb, at $6.30. S. JUDD & CO.—5 State hogs, 310 lb, at $6.25.

BUFFALO, Oct. 13.—Cattle—Receipts last twenty-four hours, 2,480 head; total for week thus far, 14,960 head; for same time last week, 14,520 head; consigned through, 2,360 head; to New-York, 2,020 head; on sale, 120 head; market opened steady for good grades; closed steady; Kansas heifers, $2.80@$3; light butchers' steers, $3@$3.25; stockers, $2.65@$2.80. Hogs—Receipts last twenty-four hours, 14,550 head; total for week thus far, 69,600 head; for same time last week, 72,300 head; consigned through, 10,800 head; to New-York, 4,950 head; on sale, 3,750 head; market opened stronger; closed firm; Yorkers, fair to good, $6.70@$6.90; mixed packers, $6.80@$6.85; fair to choice heavy, $6.75@$7; pigs, $6.50@$6.75. Sheep and Lambs—Receipts last twenty-four hours, 5,000 head; total for week thus far, 33,200 head; for same time last week, 30,000 head; consigned through, 1,800 head; to New-York, 2,000 head; on sale, 7,000 head; market opened dull and lower; closed very dull, with a number unsold; fair to good 80-lb sheep, $2.80@$3.25; choice wethers, $3.40@$3.50; culls, $1.50@$2; fair to best lambs, $4@$4.80; bulk sales, $4.25@$4.50; culls and common, $2.50@$3.50; Canada lambs, $4.65@$4.90.

EAST LIBERTY, Oct. 13.—Cattle—Receipts light; five cars for sale; demand fair; market steady, unchanged; prime, $4.90@$5.25; good, $4.50@$4.75; good butchers, $3.85@$4.25; rough fat, $3.85@$4.50; fair light steers, $2.85@$3.10; good fat cows and heifers, $2.85@$3.40; bulls and stags, $1.85@$3.10; bologna cows, $5@$12; fresh cows and Springers, $20@$40. Hogs—Receipts continue light, and with somewhat better demand; prime and Philadelphias, $6.95@$7; best heavy Yorkers, $6.85@$6.95; grassers, $6.60@$6.75. Sheep—Supply light; market slow at unchanged prices; extra, $3.50@$2.75; good, $3@$3.25; fair, $2@$2.50; yearlings, $2@$3.40; Spring lambs, $2.50@$4.50; veal calves, $5.25@$6; heavy and thin calves, 3@4c.

ST. LOUIS, Oct. 13.—Cattle—Receipts, 1,000 head; market steady to strong. Hogs—Receipts, 1,000 head; market active; 10c higher; light, $6.50@$6.70; heavy, $5.75@$6.50; mixed, $6.70@$6.80. Sheep—Receipts, 500 head; market steady.

CHICAGO LIVE STOCK.

CHICAGO, Oct. 13.—Cattle—Receipts, 8,000 head; market weak; common to extra steers, $3.25@$5.80; stockers and feeders, $2.40@$3.85; cows and bulls, $1.50@$3.60; calves, $2@$5.75.

Hogs—Receipts, 14,000 head; market strong; heavy, $6.20@$6.75; common to choice mixed, $6.25@$6.85; choice assorted, $6.80@$6.90; light, $6.25@$6.75; pigs, $6@$6.60.

STATE OF TRADE.

BUFFALO, Oct. 13.—Spring wheat unsettled; New-York offering wheat in this market under Duluth; sales, 2 cargoes No. 1 hard, cost, insurance, and freight, private terms; 16,000 bushels do, 67½c; 16,000 bushels No. 1 Northern, spot, 68@68½c; closing: No. 1 hard, spot, 68⅝c; do, cost, insurance, and freight, 67⅝c; No. 1 Northern, spot, 68c; do, cost, insurance, and freight, 66⅝c asked; Winter wheat lower; sales; 2 cars No. 2 red, 65c; 1 car No. 1 white, 65½c, track; 5,000 bushels choice, in store, 67½c. Corn opened steady; closed weak at inside prices; sales, 78,000 bushels No. 2 yellow, 43½@44c; 25,000 bushels No. 2 corn, 42½@43c. Oats dull; weak; lower; No. 2 white, 34c; No. 3 white, 33c; No. 2 mixed, 32c, on track. Barley dull; No. 1 Western, 67½@68c; No. 2, 62@65c; lower grades, 50@58c; State, 68@72c asked. Rye lower; No. 2 sold 51½c, track. Flour dull; weak; best Spring, $4.10@$4.20; Winter straights, $3.20@$3.40. Rye flour, $3@$3.30. Millfeed quiet; steady; unchanged. Canal freights firm; wheat, 5c; corn, 4⅝c; seed, 5c, to New-York. Receipts—Flour, 52,000 bbls; wheat, 284,000 bushels; corn, 190,000 bushels; oats, 320,000 bushels; barley, 47,000 bushels. Shipments—Canal—Wheat, 147,000 bushels; corn, 32,000 bushels; oats, 15,000 bushels. Shipments—Rail—Flour, 61,000 bbls; wheat, 202,000 bushels; corn, 88,000 bushels; oats, 205,000 bushels.

PEORIA, Oct. 13.—Corn firm, steady; No. 2, 38¾c; No. 3, 37½c. Receipts, 42,250 bushels; shipments, 5,600 bushels.

Oats active; easier; No. 2 white, 28@28½c; No. 3 white, 27@28c. Receipts, 88,000 bushels; shipments, 71,500 bushels.

Rye firm; new No. 2, 45@46c. Receipts, 1,800 bushels; shipments, none.

Whisky—Market steady on the basis of $1.14 for high wines. Receipts, 130 bbls; shipments, 574 bbls.

PITTSBURG, Oct. 13.—Oil opened and was highest at 70½c; lowest and closed, 69¾c.

COTTON MARKETS.

NEW-ORLEANS, Oct. 13.—Cotton steady; good middling, 8 5-16c; middling, 8 1-16c; low middling, 7 13-16c; good ordinary, 7 7-16c; net receipts, 16,110 bales; gross, 16,556 bales; exports to Great Britain, 57 bales; to France, 403 bales; to the Continent, 7,626 bales; coastwise, 373 bales; sales, 5,750 bales; stock, 123,619 bales. Weekly—Net receipts, 70,548 bales; gross, 74,640 bales; exports to France, 403 bales; to the Continent, 7,926 bales; coastwise, 15,431 bales; sales, 32,950 bales.

GALVESTON, Oct. 13.—Cotton steady; middling, 8 1-16c; low middling, 7⅝c; good ordinary, 7 7-16c; net and gross receipts, 9,051 bales; exports to France; 12,694 bales; sales, 3,177 bales; spinners, 30 bales; stock, 119,718 bales. Weekly—Net and gross receipts, 50,302 bales; exports to Great Britain, 20,485 bales; to France, 12,694 bales; to the Continent, 300 bales, coastwise, 7,215 bales; sales, 10,014 bales; spinners, 147 bales.

SAVANNAH, Oct. 13.—Cotton quiet; middling, 7⅞c; low middling, 7½c; good ordinary, 7¼c; net and gross receipts, 9,228 bales; exports to the Continent, 7,300 bales; coastwise, 7,263 bales; sales, 1,600 bales; stock, 102,891 bales. Weekly—Net receipts, 62,777 bales; gross, 62,377 bales; exports to Great Britain, 7,790 bales; to the Continent, 7,300 bales; coastwise, 21,393 bales; sales, 8,850 bales.

BROOKLYN DEAL COMPLETED

"MACHINE" DEMOCRATS AND REPUBLICANS PULL TOGETHER.

The "Bosses" Appear to Have Parceled the Offices to Suit Themselves, and Honest Citizens Need Expect No Consideration—Gaynor Will Not Be a Candidate—The Republicans to Get the Sheriff's Office for Being Docile—The "Deal" to be Ratified To-day.

There is good reason for believing the "machine" Democrats of Brooklyn have made a deal with the wirepullers of the Republican organization. The machine Republicans are to secretly aid in the reelection of Mayor Boody, receiving in return Democratic support for the Republican candidate for Sheriff.

It was announced yesterday afternoon that "Boss" McLaughlin had decided to ignore Daniel Ryan's claims to the Shrievalty nomination, and that the "Boss" would nominate for Sheriff a weak Eastern District candidate, so as to make the Republican candidate's election certain.

For the same reasons which induced the "Boss" to semi-officially announce that Ryan would not be nominated, he announced that the claims of Police Captain John W. Eason would not be considered.

In yesterday's New-York Times, by an unfortunate blunder, Capt. Eason was referred to as a Republican.

The slip of a pen—lapsus pennae, it would be called by the gifted Regent-editor of The Brooklyn Eagle, who grieves over the blunder—which made a Republican out of a sound and loyal Democrat—was corrected in advance by the record and reputation of Capt. John W. Eason.

It is not worthy, at all events, of being compared with that droll list of blunders made by the easily-diverted, "non-interference" Eagle, a list which includes the statement that "it looks as if the County Democracy had swept New-York," when, in fact, Tammany achieved its greatest victory; the other statement, couched in terms of fervid lamentation, that a prominent citizen of Brooklyn was dead, when, in fact, he was, as he remains to this day, in the best of health; and, above all, the amazing attempt of the Regent-editor, in a moment of scholastic hyperesthesia, to popularize omnibi as the plural of omnibus. When it comes down to real blunders and misinformation, The Eagle distinctly outclasses The New-York Times.

Capt. Eason has always been a regular Democrat, although not identified with any of the factions of the party. He was a gallant soldier, in the famous "Fighting Fourteenth" Regiment, and won an honorable record in the war. He has made his mark on the police force of Brooklyn by a number of distinguished captures of criminals.

Capt. Eason is one of the leading members of the Brooklyn Grand Army of the Republic and is popular among all classes of citizens, by thousands of whom he is personally known and respected.

As a compromise candidate for Sheriff on the Democratic ticket Capt. John W. Eason would add popularity and strength to the ticket. Many of his friends have hoped he would be taken up as a compromise candidate.

On the eve of the Mayoralty conventions in Brooklyn nothing certain has been decided in respect to the candidates of the parties.

The Democrats are at odds among themselves on the subject of a candidate. "Boss" McLaughlin is holding on to Mayor Boody and will renominate him if he, the "Boss," thinks the Mayor can pull through. He is said to be of the opinion that Mr. Boody can beat Francis H. Wilson, as the Worth flavor about Mr. Wilson will keep thousands of independents from voting for him.

In case Mr. Wilson is not nominated by the Republicans, the Democratic slate is said to be liable to a change previous to the convention to-day.

According to one of the rumors in Brooklyn yesterday, it was decided, at a conference at Mr. McLaughlin's headquarters, to abandon Mayor Boody and nominate ex-Police Commissioner James D. Bell in case the Republicans choose Charles A. Schieren as their standard bearer.

A number of prominent Republican leaders were confidently predicting the nomination of Mr. Schieren. It was said Mr. Wilson could not take into the convention a solid delegation from his own ward, the Twenty-third.

Chairman W. J. Buttling of the Republican General Committee and Joseph Benjamin were each claiming a majority of the votes of the County Convention for Sheriff.

It was said there would probably be no Republican nomination for Supervisor at Large against George Kinkel.

W. J. Gaynor yesterday positively declined the Mayoralty nomination of Thursday night's mass meeting of the Citizens' Union. He made his declination personally to the committee appointed by the mass meeting.

Mr. Gaynor said that the sight of such a meeting of the plain citizens of Brooklyn coming together on a few hours' notice would make a man of iron waver. He had not been conscious, though, of any general desire in Brooklyn that he should run for Mayor. After reviewing the disadvantages of running as an independent candidate, Mr. Gaynor continued as follows:

The general people of Brooklyn seem to understand me, and I have had their encouragement, but the men in Brooklyn who have means and who could help me have sat silent. Not one of them has ever come forward to offer me help, excepting Mr. William Ziegler, and he is now a resident of New-York City. I have spent my time, health, and much money already. If I run independently for Mayor, I must waste my fortune and whatever name I have, for I do not believe that I would get any substantial financial help.

The people of moderate means and the poor people, God bless them, they could vote for me, but they could not pay the large expense of my canvass. I want you to consider whether you can ask me to run independently under such conditions. Do not expect the Republican organization to join with you; it will not do it. You surely know that by this time.

A Brooklyn Republican, in speaking of Mr. Francis Wilson, yesterday said:

"Mr. Wilson was Chairman of the Republican Campaign Committee last year, but that, in my opinion, is a poor recommendation for promotion in his case. By his bungling work a large portion of the Republican vote was nearly lost. He appointed a Committee on Printing to secure paster ballots for the Republican Presidential Electors.

"When the ballots were delivered, they were found to be defective. Neither in type, punctuation, nor size did they conform to the official ballots. They were allowed to pass, though, and on election day were distributed among the polling booths throughout the city. When the polls closed, Assistant District Attorney Gilbert made a formal protest to the counters in his district against the acceptance of any of the defective ballots, and other Democrats did the same. They might legally have all been thrown out."

Bishop Brooks's Old Home.

BOSTON, Oct. 13.—Improvements which will call for an expenditure of from $16,000 to $18,000 are being made in the house 233 Clarendon Street, formerly occupied by the late Bishop Brooks. These improvements are made to accommodate the Rev. E. Winchester Donald, the present rector of Trinity, who, with his family, expects to eat his Thanksgiving dinner in the remodeled and renovated parsonage. A new story has been added, giving the house five additional chambers, and improvements have been made from the basement up through the entire parsonage.

John Berry Accepts the Nomination.

MOUNT VERNON, N. Y., Oct. 13.—John Berry, who was nominated by the Democratic Convention Thursday for member of the Assembly from the Second Westchester District, and who was reported to have said he would not accept the nomination, to-day told a reporter for The New-York Times the report was not true. He has accepted the nomination and is in to win. Mr. Berry was one of President Cleveland's strongest supporters in Westchester County and worked and spoke for him during the campaign.

Arrested for the Cornfield Murder.

FLUSHING, L. I., Oct. 13.—Jacob Heydecker of Floral Park, L. I., is locked up here on suspicion of being implicated in the murder of Otto Schneider, a Pole, found dying in Farmer McCreery's cornfield Oct. 2. Heydecker was arraigned before Justice Connerton this morning and his examination set for Friday. He is the fifth man arrested in connection with Schneider's death. The others were discharged for want of evidence.

COMMERCIAL AFFAIRS.

NEW-YORK, Friday, Oct. 13, 1893.

COFFEE—Spot Rio is dull but steady at 18⅝c for No. 7....Sales, 1,000 bags No. 7, per Hevelius, at 18¼c; 900 bags No. 9, per Capua, at 17c; 500 bags Santos No. 9, per Galileo, at 17c; also 700 bags No. 9, per Coleridge, at 17⅛c, and 250 bags Central American, on private terms....In the option line, sales and exchanges of 10,500 bags of Rio were made here, with the market closing barely steady at unchanged prices to 5 points decline on a local trade. Havre was steady at ¼@½f advance. Hamburg was steady at ½ pfennig advance. October deliveries stood at the close at 17.15@17.25c, (selling at 17.30c for 750 bags,) November at 16.60@16.65c, (selling at 16.65@16.75c for 1,750 bags,) December at 16.20@16.25c, (selling at 16.20@16.35c for 4,750 bags,) January at 15.90@15.95c, (selling at 15.95c for 3,000 bags,) February at 15.75@15.80c, March at 15.60@15.65c, (selling at 15.65c for 250 bags,) April at 15.45@15.55c, May at 15.35@15.45c....Stock of Rio and Santos at New-York to-day, 57,797 bags, and at the other distributing ports, 15,436 bags....Warehouse deliveries here yesterday, 9,408 bags.

COTTON—Futures were active and closed at an advance of 1@3 points, after an irregular and unsettled market most of the day, caused by local manipulations, while the early decline was helped by increased receipts at the interior....Aggregate business in future deliveries here to-day, 209,000 bales....October deliveries stood here at the close at 8.16@8.17c, November at 8.23@8.24c, (selling at 8.13@8.25c for 13,500 bales,) December at 8.34@8.35c, (selling at 8.24@8.36c for 25,400 bales,) January at 8.44@8.45c, (selling at 8.34@8.47c for 115,800 bales,) February at 8.54@8.55c, (selling at 8.44@8.56c for 12,600 bales,) March at 8.62@8.63c, (selling at 8.52@8.65c for 33,600 bales,) April at 8.70@8.71c, (selling at 8.66@8.72c for 6,500 bales,) May at 8.79@8.80c, (selling at 8.74@8.80c for 800 bales,) and June at 8.87@8.89c, (selling at 8.79@8.84c for 800 bales.) And for prompt delivery, 154 bales sold to spinners at steady prices....Middling, 8¾@8⅝c; new cotton offered at ⅛c under....Port receipts to-day, about 49,000 bales, against 35,760 bales same day last year, and for the week, 266,000 bales, against 220,759 bales last week.

FLOUR AND MEAL—The market is weak and jobbers continue to hold off on account of present full supplies....Sales were about 14,050 pks, including 600 bbls Winter wheat patents at $3.50@$3.65; 3,000 bbls Winter wheat straights at $3.10@$3.20, Winter wheat clears at $2.90@$3, Spring wheat clears at $3@$3.30, Spring wheat straights at $3.75@$4, 5,500 bbls Spring wheat patents at $3.90@$4.15, and fancy up to $4.45; City Mills at $3.90 for the West Indies, City Mills patents at $4.35@$4.60, 600 bbls No. 1 at $2.50@$2.80, 500 bbls No. 2 at $2.35@$2.50, fine at $2@$2.20, supers at $2.30@$2.40, 1,650 bbls Spring bakers' at $2.70@$2.80, and 2,000 bbls Southern patents at $3.15@$3.25....Arrivals here since our last, 11,380 bbls and 17,760 sacks, and export clearances hence, 10,341 bbls and 5,898 sacks, and from four Atlantic ports, 102,080 bbls and sacks....And of RYE FLOUR, 300 bbls sold, in lots, at steady prices, bulk poor to choice superfine, at $2.85@$3.20, mainly at $3@$3.10, and fancy at $3.25....And of CORNMEAL, 500 bbls Brandywine sold at $2.85; city coarse yellow, in bags, quoted at 93c....FEED at steady prices; quoted, 40 to 60 lb, at 80@85c....FLAXSEED quoted at $1.15½....COTTONSEED MEAL quoted at $1.15@$1.30 per 100 lb....RYE quiet; nominal; Western and State quoted at 50@55c, from track and for boatloads....BUCKWHEAT FLOUR quoted at $2.15@$2.25....BARLEY dull; No. 2 Milwaukee quoted at 66@67c....BARLEY MALT inactive; Canada, country-made, 90@95c; two-rowed State, 70@75c; six-rowed do, 80@82½c; Western, 65@80c.

WHEAT—Spot was about ⅝c lower, and in moderate demand....Sales, 188,000 bushels, of which 112,000 to shippers, including 24,000 bushels ungraded red at 2c under December, delivered; 16,000 bushels No. 2 hard Winter, to arrive, at 4c under December, delivered; 24,000 bushels ungraded red on private terms; 16,000 bushels No. 2 red at 2¼c under December, delivered next week; 16,000 bushels No. 2 red at 1⅝c under December, free on board, and 16,000 bushels No. 1, hard, at 2c over December, delivered, afloat. The trade bought 26,000 bushels No. 2, red, at 2c under December, in store, and 50,000 bushels No. 1 Northern, at 1½c under December, in store....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 68⅛c, store; do, late October, 69c; choice No. 2 red, 73c, afloat; No. 1 hard, afloat, at 73⅜c; No. 1, Northern, afloat, at 71⅝c; No. 2 hard, afloat, at 67⅝c....The clearances hence since our last were 40,389 bushels, and from the Atlantic ports, 42,279 bushels....The receipts here to-day were 64,500 bushels, while at all Atlantic ports they reached 133,570 bushels, and at the interior, 899,809 bushels....Options were only moderately active, and declined 1⅜c on local realizing influenced by the weakness at the West, together with the unsettled stock market and foreigners selling, but rallied ¼c and closed heavy at 1@1⅛c under yesterday....Future sales were 1,870,000 bushels, including 10,000 bushels October at 67⅞c, closing at 67⅞c; 20,000 bushels November at 69@69⅛c, closing at 69c; 925,000 bushels December at 70⅛@71⅞c, closing at 70⅜c; 20,000 bushels January at 71⅞@72⅛c, closing at 71⅞c; 895,000 bushels May at 77⅛@78⅜c, closing at 77½c.

CORN—Spot was ¼c lower, but closed firm through scarcity, with a moderate trade....Sales, 89,000 bushels, of which 32,000 bushels to shippers, including 8,000 bushels No. 2 Mixed at 47⅝c, delivered, and 24,000 bushels ungraded yellow at 48c, delivered. The trade bought 1,000 bushels No. 2 Mixed at 47½c, elevator; 8,000 bushels do, to arrive, at 47⅝c, delivered; 32,000 bushels do at 48@48¼c, delivered; 24,000 bushels do at 48⅛c, delivered, and 1,000 bushels yellow at 48c, delivered....The receipts for the day were 126,400 bushels, and at the Atlantic ports 186,198 bushels, with, in the interior, 626,462 bushels....The clearances hence were 44,341 bushels, and from the Atlantic ports, 85,935 bushels....Options were very dull and without special features, with the close steady at ¼@⅜c decline, as following the West....The sales of options were 420,000 bushels, with October closing at 47¼c; 70,000 bushels November at 46⅞@47⅛c, closing at 47c; 140,000 bushels December at 47⅛@47½c, closing at 47⅜c; 210,000 bushels May at 48⅝@49⅛c, closing at 49c.

OATS—Spot were more active, partly on export account, with prices ⅛c lower....Sales, 185,000 bushels, including No. 2 white, in elevator, at 35c for 42,000 bushels; No. 3 white at 33½c; No. 2 white, clipped, at 36c; No. 3 do at 35c; No. 2 mixed at 33c for 35,000 bushels; No. 3 do at 32c; rejected white at 32½c; rejected mixed at 31c; No. 2 Chicago at 34c; track mixed at 33@35c for 3,000 bushels; track white at 33½@39c for 45,000 bushels; No. 2 mixed, 50,000 bushels, free on board, and No. 2 white, 20,000 bushels, free on board, on private terms....Options were fairly active and ¼@⅜c lower, with wheat and corn, and the trading chiefly local realizing....Sales of options, 730,000 bushels, including 40,000 bushels October at 32⅞@33c, closing at 32⅞c; 290,000 bushels November at 32⅞@33c, closing at 32⅞c; 240,000 bushels December at 33⅜@33 9-16, closing at 33½c; 115,000 bushels May at 35⅞@36⅛c, closing at 35⅞c; 35,000 bushels No. 2 white, October, at 35c, closing at 35c; 10,000 bushels November at 35⅜@35½c....Receipts to-day, 218,250 bushels; exports, 11,843 bushels.

METALS—Tin firm; spot quoted at 20.75c bid; sales, 55 tons, spot, at 20.70c, and 60 tons, October, at 20⅝c....Copper steady at 9.60c....Lead weak at 3.40c....Spelter weak at 3.55c.

OILS—There is a slightly increasing demand for cottonseed oil here and at the mills, to the latter from the West, and the market is steadier, without an absolute change in price, although it is less difficult to get recent asking prices. Sales of 55 bbls new crude, to arrive, at 35c; 200 bbls prime old yellow at 38¼c; 100 bbls off grade yellow at 34c; and 3,000 bbls crude, in bulk, at the mills, at 33c. Lard oil is quoted at 75@78c.

PROVISIONS—The market for hog products is a trifle steadier, on moderate receipts of hogs, with demands of a moderate character....PORK is held steadily, with moderate demands; sales of 200 bbls mess; quoted at $19.50 for mess, $18.50@$20.50 for short clear, and $20 for family mess....DRESSED HOGS are held stronger, on fair demands; quoted at 9⅛c for 160 lb average, 8⅝c for 200 lb, 9c for 180 lb, 9¼@9⅝c for 140 lb, 9⅝c for 120 lb, and 9⅝c for pigs. Interior deliveries of hogs were 27,000 head....CUTMEATS were in moderate demand at firm prices; sales of 5,000 lb pickled bellies, 14 to 15 lb average, at 12c; pickled bellies, 10 to 12 lb average, 12⅞@13¼c; 10½@11c for hams, and 7½c for pickled shoulders. Of Western meats, at Western prices, sales of 75 tcs pickled hams, 16 lb, at 9⅝c; 75 tcs California hams at 7⅛c, and 200 tcs skinned hams at 9½c, all part cured....BEEF was quiet and steady; extra India mess, in tierces, at $21@$23....BEEF HAMS were slow and unchanged, with, at the West, $14.75@$15 quoted, while here $16@$16.50 was quoted....LARD—Western steam is a trifle firmer, but quiet, without business reported. Cash quoted at $10.30 nominal. City steam is firm at $9.50; sales of 150 tcs. Options—No sales; October closed at $10.35 nominal, November closed at $9.75 nominal, January closed at $9.10 nominal. Refined is quiet; Continent at $10.65, South American at $10.95, compound lard at $8.25@$8.37½....TALLOW—Late yesterday there were 50 hhds city sold at 5½c, but to-day the market is easier, and 50 hhds were sold at 5⅜c, closing at 5⅜c. The demand is wholly from the home trade....STEARINE—Lard stearine is quiet and nominal, with 11½c asked for city. Oleo stearine is neglected and lower; offered at 11c, and bidding not better than 10½c.

BUTTER—For fresh stock the market is easier on the efforts of holders to move out the accumulations. Trade is quiet. Western creamery, 29½c for extra; do, poor to prime, 20@28c; do, June, 21@26c; State creamery, 28½@29c for extra tubs and 28@28½c for pails; State dairy, half tubs, best, 27c; do, poor to prime, 19@25c; imitation creamery, 18@24c; Western dairy, 17½@22c; Western factory, 17@20c.

CHEESE—Large full cream is quiet but firm, with an occasional sale at 11⅛c; small sizes are fairly active at full prices; part skims also firm and in fair demand; full cream is within the range of 9@11⅝c, with fancy at 11@11⅝c and 10½@12c for small sizes; part skims at 4@9½c; full skims at 2@3½c.

EGGS—The demand is light, with holders free sellers at unchanged prices. Receipts are moderate. State and Pennsylvania, 22½@23c; Western, 21@22½c; icehouse, 18@20c; limed at 20c.

SUGAR—The market remains firm, but the demand is light and offerings small....Quotations: Muscovado, 89 degrees test, at 8¼c; molasses sugar, 89 degrees test, at 3c; centrifugal, 96 degrees test, at 3⅞@4c....Refined was in fair demand at steady prices....Cutloaf and crushed, 5⅝@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5½c; standard A, 5 3-16@5⅜c; off A, 4 3-16@5⅛c; yellow, 3⅞@4 15-16c.

TOBACCO—The trading is slow, but values show steadiness. Sales included 100 cases 1892 New-England Havana, 19@60c; 100 cases 1892 Zimmer's, on private terms; 50 cases 1892 Wisconsin Havana, on private terms; 100 cases sundries, 6@32c; 250 bales Havana, 65c@$1.10; 150 bales Sumatra, $2.80@$4.

WOOL—The delay in the legislation regarding the silver question has caused a very quiet feeling in the trade, and values have again become unsettled. Sales, 59,000 lb Texas at 10@15c, 15,000 lb Dakota at 16@18c, 10,000 lb Montana at 13@15c, 7,000 lb scoured at 40@42c, 7,000 lb Australian at 32@34c, 3,500 lb unwashed Western, 1,000 lb Spring California, and 113,000 lb pulled on private terms.

FREIGHTS—Berth freights are firm on a light supply of room; quoted for grain at 3d to London, 2¼d to Liverpool, 2d to Glasgow, 2¾d to Bristol, 4d to Hull and Newcastle, 2½d to Antwerp, and 5½c to Rotterdam. Engagements: To London, 16,000 bushels grain at 3d, one load flaxseed at 8¼d, and 800 tons hay at 40s; to Hamburg, 16,000 bushels grain at 35 pfennigs; to Rotterdam, 24,000 bushels grain at 5¼c; to Copenhagen, 8,000 bushels grain at 3s 1½d per quarter. Charters: A British steamer, with cotton from Galveston to Liverpool, Havre, or Brennen at 35s, Dec. 6; a British steamer, with cotton from Savannah to Liverpool at 35s or Brennen at 36s 3d, November; a British steamer, with cotton, same voyage, 31s 3d@32s 6d, October; a British steamer, with cotton from Savannah to Liverpool or Brennen at 35s, early November; a British steamer, 1,003 tons, with general cargo from Montreal to the United Kingdom, £2,100; a British steamer with general cargo, hence to Newcastle on private terms; a British steamer, 960 tons, time charter at about 8s; a ship, 1,664 tons, with general cargo from Hongkong to New-York at $11,000; a new British iron ship, (to arrive,) with 95,000 cases petroleum, hence to Hongkong at 18c, Japan at 19c, or Shanghai at 23c; a Norwegian bark with 7,000 barrels naphtha, hence to Rouen at 2s 5d; a new British bark, with lumber from Bridgewater, N. S., to Buenos Ayres at $7.75, or Rosario at $8.25; a bark, with coal from Baltimore to Para at $2.75 and port charges; a schooner, with lumber from Jacksonville to Port Spain at $6.75; a schooner with white pine lumber, hence to Cienfuegos at $4.50, Spanish gold; a schooner, with logwood from Gonaives to New-York at $3, or Boston at $3.50; a bark, with sugar from Demerara to a port north of Hatteras at 9c; a schooner, 360 tons, with general cargo, hence to Poin-a-Pitre at $1,875; a schooner, with coal from Baltimore to Galveston at $2; a schooner, with lumber from Savannah to New-York or Providence at $4.75, or Baltimore at $4.25; a schooner, with lumber from Crispin Island to New-York at $5.25; a schooner, with lumber from Charleston to New-York at $4.75; a schooner, with general cargo, hence to Key West and Tampa at a lump sum; a schooner, with cement from Rondout to Boston at 20c; a schooner with fertilizer, hence to Norfolk at $1; a number of schooners, with coal from local points to ports beyond Cape Cod at $1.15 to Moncton, 70c to Portland and Rockland.

"Old Salt" to be a Delegate.

SYRACUSE, N. Y., Oct. 13.—"Old Salt" Alvord has been finally made a Constitutional Convention delegate by the Republicans. He has been substituted for T. E. Hancock, the candidate for Attorney General.

POST OFFICE NOTICE.

(Should be read daily by all interested, as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Oct. 14 will close (promptly in all cases) at this office as follows:

SATURDAY.—At 3 A. M. for France, Switzerland, Italy, Spain, Portugal, and Turkey, per steamship La Gascogne, via Havre; at 4:30 A. M. for Europe, per steamship Lucania, via Queenstown, (letters for France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Lucania";) at 5:30 A. M. for Europe, per steamship Arizona, via Queenstown, (letters must be directed "per Arizona";) at 6 A. M. for Scotland direct, per steamship City of Rome, via Glasgow, (letters must be directed "per City of Rome";) at 6:30 A. M. for Netherlands direct, per steamship Rotterdam, via Rotterdam, (letters must be directed "per Rotterdam";) at 9:30 A. M. for Brazil and La Plata countries, per steamship Strabo, via Pernambuco, Bahia, Rio Janeiro, and Santos, (letters for Para and Ceara must be directed "per Strabo";) at 11 A. M. for Campeachy, Chiapas, Tobasco, and Yucatan, per steamship Seneca, (letters for other Mexican States and Cuba must be directed "per Seneca";) at 11 A. M. (supplementary 12 M.) for Venezuela and Curacao, also Savanilla, via Curacao, per steamship Venezuela, (letters for other Colombian ports must be directed "per Venezuela";) at 12 M. for Genoa, per steamship Werra, (letters must be directed "per Werra";) at 1 P. M. (supplementary 1:30 P. M.) for San Domingo and Turk's Island, per steamship George W. Clyde; at 8:30 P. M. for Newfoundland, per steamer from Halifax.

Mails for China and Japan, per steamship City of Rio Janeiro, (from San Francisco,) close here daily up to Oct. *13 at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Mariposa, (from San Francisco,) close here daily up to Oct. *14 at 6:30 P. M., (or on arrival at New-York of steamship Etruria with British mails for Australia.) Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Oct. *22 at 6:30 P. M. Mails for the Society Islands, per ship City of Papeiti, (from San Francisco,) close here daily up to Oct. *25 at 6:30 P. M. Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 A. M.

Transpacific mails are forwarded to San Francisco daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving on time at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6 P. M. previous day.

Extra supplementary transatlantic mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer.

CHARLES W. DAYTON, Postmaster.
Post Office, New-York, N. Y., Oct. 6, 1893.

Public Notices.

NEW-YORK WATER SUPPLY.

Public notice is hereby given to all persons who own or have or who claim to own or have estates or interests in or liens upon any lands or real estate bordering on the Croton River in the Counties of Westchester, Putnam, and Dutchess, and any of the tributaries of such river, or bordering on or being adjacent to any reservoir, lake, pond, or stream the waters of which are owned, used, or controlled by the City of New-York for its water supply; and public notice is also given to any and all persons who own or have or who claim to own or have estates or interests in or liens upon any real estate bordering on the Bronx River or Byram River, Kensico Reservoir, Byram Pond, or Rye Pond, Bear Gutter Creek, or either of their tributaries, or bordering on the storage reservoir known as William's Bridge Reservoir, in the City of New-York; that the State Board of Health of the State of New-York, for the purpose of protecting the water supply of the City of New-York from contamination, and acting under and in pursuance to the authority conferred upon them by Chapter 661 of the Laws of 1893, did hold a meeting at the City of New-York on the 25th day of August, 1893, at which meeting certain amendments to the rules and regulations for the sanitary protection of the Croton River and its tributaries were adopted; and public notice is further given that the following is a copy of the minutes of the meeting of the said State Board of Health, held as aforesaid, and a copy of the amendments to such rules and regulations.

Amendments to the rules and regulations for the sanitary protection of the Croton River and its tributaries in the Counties of Westchester, Putnam, and Dutchess, and of so much of the Bronx and Byram Rivers and their tributaries as are now used for the supply of water for the City of New-York.

The State Board of Health, at a meeting held in the City of New-York on the 25th day of August, 1893, a quorum being present, did then and there after having heard the report of a committee of the board, duly appointed for the purpose of examination into the subject, which committee was appointed at a meeting of the board held in the City of Albany, the 27th day of July, 1893, at which meeting a quorum was present, amend and alter the rules made by it for the sanitary protection of the Croton River and its tributaries in the Counties of Westchester, Putnam, and Dutchess, and of so much of the Bronx and Byram Rivers and their tributaries as are now used for the supply of water for the City of New-York, in accordance with and under the provisions of Article V. of Chapter 661 of the Laws of 1893, in the following particulars, to wit:

That, taking into consideration the character of the soil and of the sub-strata of the soil and the angle of the slopes, the distances at which privy vaults, slaughter houses, hog pens, barnyards, or any and all places or things which tend to pollute and render impure and dangerous water taken from the several sources enumerated and set forth in said rules may be maintained, is increased to three hundred feet, horizontal measurements, or the high-water mark in any lake, pond, or reservoir in said water shed, and to two hundred and fifty feet, horizontal measurements, of the high-water mark or precipitous bank of any spring, stream, or water course tributary to said lakes, ponds, or reservoirs.

FLORENCE O'DONOHUE, M. D., President.
[L. S.] LEWIS BALCH, M. D., Secretary and Executive Officer.
Dated New-York City, September 13, 1893.
MICHAEL T. DALY,
Commissioner of Public Works, 31 Chambers St., New-York.

Legal Notices.

NEW-YORK SUPREME COURT.—Trial desired in New-York County.—J. RAYMOND CUDLIPP and EDWARD S. HOLLISTER, plaintiffs, vs. ETOWAH FURNACE COMPANY, defendant.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, September 22d, 1893.
STRONG, HARMON & MATHEWSON, Plaintiffs' Attorneys.
Post Office and Office Address, No. 45 William Street, New-York City.

To the defendant: The foregoing summons is served upon you by publication, pursuant to an order of the Hon. Edward Patterson, one of the Justices of the Supreme Court of the State of New-York, dated the 13th day of October, 1893, and filed in the office of the Clerk of the City and County of New-York on the 13th day of October, 1893, the original summons having been filed in said office on the 22d day of September, 1893, and the original complaint having been filed in said office on the 13th day of October, 1893.
STRONG, HARMON & MATHEWSON, Plaintiffs' Attorneys.
Post Office and Office Address, 45 William St., New-York City.
o14-1aw6wS

IN PURSUANCE OF AN ORDER MADE BY the Hon. Roger A. Pryor, one of the Justices of the Court of Common Pleas, in and for the City and County of New-York, on the 25th day of September, 1893, notice is hereby given to all the creditors and persons having claims against Cummings H. Tucker, Jr., and Francis C. Tucker, lately doing business in the City and County of New-York under the firm name of Cummings H. Tucker, Jr., & Brother, that they are required to present their claims, with the vouchers therefor duly verified, to the subscriber, the duly-appointed assignee of the said Cummings H. Tucker, Jr., and Francis C. Tucker, composing the firm of Cummings H. Tucker, Jr., & Brother, for the benefit of their creditors, at his office, at the office of his attorneys, Putney & Bishop, No. 115 Broadway, New-York City, Room 56, on or before the 19th day of December, 1893.—Dated New-York, September 29, 1893.
HENRY D. FULLER, Assignee.
PUTNEY & BISHOP, Attys. for Assignee.
s30-1aw6wS 115 Broadway, New-York City.

Legal Notices.

SUPREME COURT, CITY AND COUNTY OF New-York.—NEWMAN COWEN, Isaac Rinaldo, and Simon M. Roeder, as executors under the last will and testament of Marks Rinaldo, deceased, plaintiffs, against LEWIS MYERS, Adolph S. Kalischer, Martha U. Norris, Michael Sullivan and Bridget Sullivan, his wife, the said first name Bridget being fictitious, the real first name of said Bridget Sullivan being unknown to plaintiffs; the George Patterson Stationery Company, Limited, the Second Avenue Railroad Company, Isaac De Turk, Henry Brunhild, Dovie C. Stern, Charlotte E. Sullivan, Ellen M. Hennessey, as the general guardian of John T. Sullivan, an infant; Thomas F. Gane, George A. Gane, Morris Tashmofsky, Kate Smith, Philip Rosen, Solomon Bornstein, Henry Hyams, Adolph Cohen, Joseph Garl, and Otto Urnstein, defendants.—Summons:

To the above-named defendants and each of them: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 10th, 1893.
WM. BERNARD, Plaintiffs' Attorney.
Office and Post Office address, No. 25 Chambers Street, New-York City.

To the defendants Michael Sullivan and Bridget Sullivan, his wife, the said name Bridget being fictitious, the real first name of said Bridget being unknown to plaintiffs, and Martha U. Norris: The foregoing summons is served upon you by publication pursuant to an order of the Hon. Charles H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 31st day of August, 1893, and filed with the complaint in the office of the Clerk of said court at his office at the Court House in the City and County of New-York.—Dated New-York, August 31, 1893.
WM. BERNARD, Plaintiffs' Attorney.
s9-1aw6wS.

COURT OF COMMON PLEAS, IN AND FOR THE CITY AND COUNTY OF NEW-YORK.—FREDERICK J. LANCASTER, plaintiff, against KATE FRENCH, John H. French, William Wilkinson, Thomas P. Wilkinson, William H. Leach, and The Amsterdam Improvement Company, defendants.—Summons.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, September 22, 1893.
HUGO S. MACK, Plaintiff's Attorney.
Office and Post Office address, No. 7 Beekman Street, New-York City, N. Y.

To the defendants, Kate French and John H. French: The foregoing summons is served upon you, by publication, pursuant to an order of the Honorable Leonard A. Giegerich, one of the Judges of the Court of Common Pleas in and for the City and County of New-York, dated the fourth day of October, 1893, and filed with the complaint in the office of the Clerk of the said Court at his office, at the Court House, in the City and County of New-York.—Dated New-York, October 6, 1893.
HUGO S. MACK, Plaintiff's Attorney.
No. 7 Beekman Street, New-York City, N. Y.
o6&7-1aw7wS

STATE OF NEW-YORK, SUPREME COURT, CITY AND COUNTY OF NEW-YORK.—FRANCIS LYNCH, plaintiff, against JACOB OPPENHEIMER, Edna M. Cogswell, William L. Cogswell her husband, Eliza Ann Partridge, Maria R. Shaffer, defendants.—Summons.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear, or answer, judgment will be taken against you by default, for the relief demanded in the complaint.—Dated New-York, August 15th, 1893.
ROE AND MACKLIN, Plaintiff's Attorneys.
Office and Post Office address: Nos. 156 and 158 Broadway, New-York City.

To the defendants Edna M. Cogswell, William L. Cogswell, and Maria R. Shaffer: The foregoing summons is served upon you by publication pursuant to an order of Hon. Edward Patterson, a Justice of the Supreme Court of the State of New-York, dated the fourth day of October, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House in the City of New-York.
ROE AND MACKLIN, Plaintiff's Attorneys,
156 and 158 Broadway, New-York City.
o7-1aw6wS

SUPREME COURT, NEW-YORK COUNTY.—OTIS H. CUTLER, plaintiff, against ESSEX IRON COMPANY, defendant.—Take notice that by an order entered in the above entitled action on the 27th day of September, 1893, I am appointed temporary receiver of the property of the defendant, the Essex Iron Company, and have duly qualified as such receiver, and that I do hereby require

(1) That all persons indebted to the Essex Iron Company render an account of all debts and sums of money owing by them respectively to me, at the office of my attorneys, Messrs. Hatch & Wickes, No. 55 Liberty Street, New-York City, on or before November 17th, 1893.

(2) That all persons having in their possession any property or effects of such corporation, deliver the same to me by the day so appointed.

(3) That all the creditors of such corporation deliver their respective accounts and demands to me on or before said 17th of November, 1893, at the address aforesaid.

(4) That all persons holding any open or subsisting contract of the Essex Iron Company present the same in writing and in detail to me at the time and place hereinbefore specified.—Dated New-York, September 29, 1893.
HORACE H. CHITTENDEN, Receiver.
HATCH & WICKES, Attorneys for Receiver, No. 55 Liberty St., N. Y. City. o7-1aw3wS

THE NEW-YORK FISH COMPANY.—At a special term of the Court of Common Pleas for the City and County of New-York, held in the County Court House in the City of New-York, on the 29th day of June, 1893.—Present: Hon. Henry Bischoff, Jr., Justice.—In the matter of the proceedings for the voluntary dissolution of The New-York Fish Company.

Upon the annexed petition and the schedule, dated June 26th, 1893, and on motion of Peck & Field, attorneys for the petitioners, it is

ORDERED, that all persons interested in the New-York Fish Company, a corporation organized under and by virtue of the laws of the State of New-York, show cause before Cornelius Doremus, Esq., who is hereby appointed referee for that purpose, at his office, No. 120 Broadway, in the City of New-York, on the 28th day of October, 1893, at 10 o'clock in the forenoon, why the said New-York Fish Company should not be dissolved; that a copy of this order be published once in each of the three weeks immediately preceeding the 28th day of October, 1893, in The New-York Times, a newspaper published in the City and County of New-York.
Enter H. B., Jr., J. C. C. P.
o7-1aw3wS

NEW-YORK SUPREME COURT, HELD IN and for the City and County of New-York.—HENRY DELAFON and ALBERT DESLOGES, plaintiffs, against JOHN E. WHEELER and ADOLPH FISCH, defendants.—Summons.

To the above-named defendants: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiffs' attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated N. Y., August 14, 1893.
GEORGE A. McDERMOTT, Plaintiffs' Attorney.
Post Office address and office No. 21 Park Row, New-York City, New-York.

To John E. Wheeler and Adolph Fisch, defendants: The foregoing summons is served upon you by publication, pursuant to an order of Hon. George L. Ingraham, one of the Judges of the New-York Supreme Court in and for the City and County of New-York, dated September 15, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York at the County Court House in the City of New-York, State of New-York, on said 15th day of September, 1893.—Dated New-York, September 15, 1893.
GEORGE A. McDERMOTT, Plaintiffs' Attorney.
No. 21 Park Row, New-York City, New-York.
s16-1aw6wS

NEW-YORK SUPREME COURT, NEW-YORK County.—LOUIS MOORE and Marie Volk, wife of Georg Volk, and the said Georg Volk, against ELEONORE MAURER, Emma Maurer, Carl Maurer, Joseph Wanner, and The People of the State of New-York.—Summons:

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated Sept. 22d, 1893.
RICHARD M. BRUNO, Plaintiffs' Attorney.
Office and Post Office address, No. 146 Broadway, New-York.

To the above-named defendants, Eleonore Maurer, Emma Maurer, and Carl Maurer: The foregoing summons is served upon you by publication pursuant to an order of Hon. George L. Ingraham, one of the Justices of the Supreme Court of the State of New-York in and for the City and County of New-York, dated the 28th day of September, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York at the Court House in the City of New-York.—Dated September 30, 1893.
RICHARD M. BRUNO, Attorney for Plaintiffs.
Office and Post Office address, 146 Broadway, New-York City. s30-1aw6wS

IN PURSUANCE OF AN ORDER MADE BY the Hon. Leonard A. Giegerich, one of the Judges of the Court of Common Pleas for the City and County of New-York, on the 6th day of October, 1893, notice is hereby given to all creditors and persons having claims against JAMES MORRISON, lately doing business at the City and County of New-York, to present their claims, with the vouchers thereof duly verified, to the subscriber, the duly appointed assignee of the said James Morrison for the benefit of creditors, at the office of Freeman & Green, No. 280 Broadway, New-York City, on or before the 18th day of December, 1893.—Dated New-York City, October 6th, 1893.
NOAH F. MORRISON, Assignee.
FREEMAN & GREEN, Attorneys for Assignee, No. 280 Broadway, New-York City.
o7-1aw6wS

IN PURSUANCE OF AN ORDER MADE BY the Hon. Roger A. Pryor, one of the Judges of the Court of Common Pleas for the City and County of New-York, on the 21st day of September, 1893, and entered on said day in the office of the Clerk of said court, notice is hereby given to all creditors and persons having claims against MICHAEL FOX, Charles J. Fox, and George Louis Fox, composing the firm of M. Fox & Co., lately doing business in the City of New-York, that they are required to present their claims, with the vouchers therefor duly verified, to the subscriber, the assignee of said M. Fox & Co. for the benefit of their creditors, at his place of transacting business, Room 134 Trinity Building, 111 Broadway, New-York City, on or before the 9th day of December, 1893.—Dated New-York, September 22d, 1893.
THEODORE H. SCHULZ, Assignee.
FULTON McMAHON, Attorney for Assignee, 111 Broadway, New-York City. s23-1aw6wS

Legal Notices.

SUPREME COURT, NEW-YORK COUNTY.—JUAN APARICIO and Adrian Martinez, Plaintiffs, against DOMENICO CUCCIO, Mary C. Cuccio, and Giuseppe Cuccio, Defendants.—Trial desired in New-York County.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated August 25th, 1893.
GOODRICH, DEADY & GOODRICH, Plaintiffs' Attorneys.
Post Office address and office, No. 59 Wall Street, New-York City, New-York.

To the defendant Domenico Cuccio: The foregoing summons is served upon you by publication pursuant to an order of the Hon. George L. Ingraham, a Justice of the Supreme Court of the State of New-York, dated the 29th day of September, 1893, and filed with the complaint in the office of the Clerk of New-York County in the Court House, New-York City, on the 29th day of September, 1893.—Dated New-York, September 29th, 1893.
GOODRICH, DEADY & GOODRICH, Attorneys for Plaintiffs,
s30-1aw6wS. 59 Wall Street, New-York.

IN PURSUANCE OF AN ORDER MADE BY the Hon. Roger A. Pryor, one of the Judges of the Court of Common Pleas for the City and County of New-York, on the 21st day of September, 1893, and entered on said day in the office of the Clerk of said court, notice is hereby given to all creditors and persons having claims against GEORGE DOERFLINGER and CHARLES KUHN, Jr., (composing the firm of Kuhn, Doerflinger & Co.,) lately doing business in the City of New-York, that they are required to present their claims, with the vouchers therefor, duly verified, to the subscriber, the assignee of said Kuhn, Doerflinger & Co. for the benefit of their creditors, at his place of transacting business, Room 134 Trinity Building, 111 Broadway, New-York City, on or before the 9th day of December, 1893.—Dated New-York, September 22d, 1893.
FREDERICK BELTZ, Assignee.
s23-1aw6wS 111 Broadway, New-York City.

Surrogate Notices.

THE PEOPLE OF THE STATE OF NEW-York, by the grace of God, free and independent.—To PETER LYDECKER, Carrie M. Neal, Annie M. Freeman, Garret P. Lydecker, Edwin Lydecker, Minnie Halbe, Maud Sanders, Jennie Lydecker, Carrie Lydecker, Mamie Utter, Lizzie Devilin, Peter Lydecker, Lillie Brown, Abraham Lydecker, Annie Lydecker, send greeting:

Whereas, Chas. S. Bloomfield of the City of New-York, has lately applied to the Surrogate's Court of our City and County of New-York, to have a certain instrument in writing, bearing date the 12th day of November, 1890, relating to both real and personal property, duly proved as the last will and testament of Garret P. Lydecker, late of the City and County of New-York, deceased, therefore you, and each of you, are cited to appear before the Surrogate of our City and County of New-York, at his office in the City of New-York, on the 28th day of November, one thousand eight hundred and ninety-three, at 10:30 o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of our said (L. S.) City and County of New-York to be hereunto affixed. Witness, Hon. Rastus S. Ransom, Surrogate of our said City and County, at the City of New-York, the 28th day of September, in the year of our Lord one thousand eight hundred and ninety-three.
JAMES F. McLAUGHLIN, Clerk of the Surrogate's Court.
o14-1aw6wS

THE PEOPLE OF THE STATE OF NEW-York, by the Grace of God Free and Independent.—To JAMES BUCHANAN, Catharine Buchanan, Peter Buchanan, William Buchanan, Elizabeth Buchanan Mason, Charles Buchanan, John Buchanan, William Buchanan, Jane Laing, Margaret Dick, William Buchanan, Sarah P. Hopkins, Eliza Fink, Isaac Buchanan, William Reid Buchanan, Treasurer St. Andrew's Society of the City of New-York; Treasurer Torrey, Botanical Club in the City of New-York; Jennie Brown, Franciska Engols, John A. Weekes, and Henry De Forest Weekes—Send greeting:

Whereas, Henry De Forest Weekes of the City of New-York, has lately applied to the Surrogate's Court of our City and County of New-York, to have a certain instrument in writing, bearing date the 13th day of February, 1890, relating to both real and personal property, duly proved as the last will and testament of Isaac Buchanan, late of the City and County of New-York, deceased;

Therefore, you, and each of you, are cited to appear before the Surrogate of our City and County of New-York, at his office in the City of New-York, on the 25th day of October, one thousand eight hundred and ninety-three, at 10:30 o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of our said City and County of New-York to be hereunto affixed. Witness, Hon. RASTUS S. RANSOM, Surrogate of our said City and County, at the [L.S.] City of New-York, the twenty-first day of August, in the year of our Lord one thousand eight hundred and ninety-three.
JAMES F. McLAUGHLIN,
s9-1aw6wS Clerk of the Surrogate's Court.

THE PEOPLE OF THE STATE OF NEW-York, by the Grace of God Free and Independent.—To GEORGE DANNER, Margaret Johana Petrie, Charles Danner, Mary Danner Kneiss, John Weber, Elizabeth Weber, Ricka Bauman, Augustus Bauman, Charles Bauman, Emma Daly, Rosalie Kneiss, and to all persons interested in the estate of Valentine Danner, late of the City of New-York, deceased, as creditors, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New-York, at the Surrogate's Court of said City and County, held at the County Court House in the City of New-York, on the seventeenth (17th) day of November, 1893, at half-past ten o'clock in the forenoon of that day, then and there to attend the judicial settlement of the account of proceedings of Emily Boylan, as administratrix of the goods, chattels and credits of said deceased, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate, to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the City and County of New-York to be hereunto affixed. Witness: Hon. Rastus S. Ransom, [L. S.] Surrogate of our said City and County at the City of New-York, the 20th day of September, in the year of our Lord one thousand eight hundred and ninety-three.
JAMES F. McLAUGHLIN, Clerk of the Surrogate's Court.
JEROLOMAN & ARROWSMITH, Attorneys for Administratrix, 229 Broadway, New-York City.
s23-1aw6wS

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against JAMES SINCLAIR, Jr., late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Arnoux, Ritch & Woodford, No. 18 Wall St., in the City of New-York, on or before the 1st day of April, 1894.—Dated New-York, the 16th day of September, 1893.
JOHN J. SINCLAIR,
J. SINCLAIR ARMSTRONG, Administrators.
ARNOUX, RITCH & WOODFORD, Attorneys for Administrators. s16-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against ELIZABETH JANE MARTIN, late of Orange, New-Jersey, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 107 Fulton Street, in the City of New-York, on or before the fifteenth day of March next.—Dated New-York, the eighth day of September, 1893. JAMES M. C. MARTIN, SAMUEL MARTIN, ROBERT P. MARTIN, Executors. PORTER & KILVERT, Attorneys for Executors, 154 Nassau St., (Tribune Building,) N. Y. sq-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against VIRGINIA C. MONTGOMERY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, Room 21, No. 48 Wall Street, in the City of New-York, on or before the 23d day of March next.—Dated New-York, the 16th day of September, 1893.
WARWICK EMILE MONTGOMERY, Executor.
FIELDING L. MARSHALL, Att'y for Executor, 48 Wall St., N. Y. City. s16-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against HOWARD L. BENNETT, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber at his place of transacting business, No. 162 Reade St., in the City of New-York, on or before the 31st day of March next.—Dated New-York, the 15th day of September, 1893.
CHARLES D. BENNETT, Administrator, &c.
J. LOTT NOSTRAND, Attorney, &c.
16 Court St., Brooklyn. s16-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Jean B. Reid, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Marian W. Fogg, No. 26 Fulton Street, in the City of New-York, on or before the first day of December next.—Dated New-York, the 25th day of May, 1893.
MARIAN W. FOGG, MARY E. VAN WIE, Executrices.
ABM. I. ELKUS, Attorney for Executrices, 31 Nassau Street, New-York City. my27-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Sarah Helen Green, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 160 Broadway, in the City of New-York, on or before the 30th day of December, 1893. Dated New-York, the 30th day of June, 1893. GEORGE G. FRELINGHUYSEN, FREDERICK FRELINGHUYSEN, Executors. jy1-1aw6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against JEANNETTE YOUNG, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at place of transacting business, No. 327 Sixth Avenue, in the City of New-York, on or before the first day of June next.—Dated New-York, the 10th day of October, 1893.
WARNER S. YOUNG, Executor.
o14-1aw6mS

Surrogate Notices.

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Gardiner Thompson, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Emmet & Robinson, No. 52 Wall Street, in the City of New-York, on or before the thirtieth day of December next.—Dated New-York, the 23rd day of June, 1893.
CHARLES G. THOMPSON,
Administrator, &c., of Gardiner Thompson, dec'd.
jo24-1aw6mS

Proposals.

PROPOSALS FOR BACON, MESS PORK, AND Lard.—Department of the Interior, Office of Indian Affairs, Washington, D. C., Sept. 28, 1893.—Sealed proposals, indorsed "Proposals for Bacon, Lard, and Mess Pork," as the case may be, and addressed to the Commissioner of Indian Affairs, Washington, D. C., will be received until 1 o'clock P. M. of Thursday, Oct. 26, 1893, for furnishing for the Indian service about 700,000 pounds bacon, 47,000 pounds lard, and 650 barrels mess pork. Bids must be made out on Government blanks. Schedules showing the kind and quantities, together with blank proposals and forms for contract and bond, conditions to be observed by bidders, and all other necessary instructions, will be furnished upon application to the Commissioner of Indian Affairs, Washington, D. C. Deliveries of the above-mentioned articles may be made either at New-York, Chicago, St. Louis, St. Paul, Kansas City, Sioux City, or Omaha—to be specified in the bid—subject to inspection at such point as may be designated by the Commissioner of Indian Affairs. All deliveries to be made within thirty (30) days after approval of contracts. Bids will be opened at the hour and date above specified, and bidders are invited to be present at the opening. Certified checks.—Each bid must be accompanied by a certified check or draft upon some United States depository, the National Park Bank of New-York City, or the First National Bank of San Francisco, Cal., made payable to the order of the Commissioner of Indian Affairs, for at least 5 per cent. of the amount of the proposal, which check or draft will be forfeited to the United States in case any bidder or bidders receiving an award shall fail to promptly execute a contract with good and sufficient sureties, otherwise to be returned to the bidder. The right is reserved to reject any or all bids, or any part of any bid, if deemed for the best interests of the Government. D. M. BROWNING, Commissioner.

PROPOSALS FOR SUPPLIES FOR THE New-York Navy Yard.—Oct. 4, 1893.—Sealed proposals, indorsed "Proposals for Supplies for the New-York Navy Yard, to be opened Oct. 24, 1893," will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, Oct. 24, 1893, and publicly opened immediately thereafter, to furnish at the New-York Navy Yard a quantity of brushes, canvas, glass, hardware, belting, leather, lumber, metals, varnishes, paints, alcohol, oils, tallow, turpentine, tools, waste, beeswax, and soap. The articles must conform to the Navy standard and pass the usual naval inspection. Blank proposals will be furnished upon application to the Navy Pay Office, New-York. The attention of manufacturers and dealers is invited. Tie bids, all other things being equal, decided by lot. The department reserves the right to waive defects or to reject any or all bids not deemed advantageous to the Government. EDWIN STEWART, Paymaster General, United States Navy.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON.

NEW-YORK, SOUTHAMPTON, BREMEN, FAST EXPRESS STEAMERS.
I. cabin, $70 and upward; II. cabin, $45 and $50 a berth. Steamers sail from foot of 2d St., Hoboken.
Lahn, Tu., Oct. 17, 10 A. M. | Saale, Sat., Nov. 4, 7 A. M.
Ems, Sat., Oct. 21, 7 A. M. | Spree, Tues., Nov. 7, 9 A. M.
Havel, Tu., Oct. 24, 9 A. M. | Trave, Sat., Nov. 11, 9 A. M.
Elbe, Sat., Oct. 28, 9 A. M. | Lahn, Tu., Nov. 14, 9 A. M.
Aller, Tu., Oct. 31, 10 A. M. | Ems, Sat., Nov. 18, Noon.

MEDITERRANEAN LINE.
New-York to Genoa less than eleven days.
Kaiser, Oct. 21 | Fulda, Dec. 9 | Fulda, Jan. 27
Fulda, Nov. 4 | Werra, Dec. 30 | Kaiser, Feb. 10
Werra, Nov. 18 | Kaiser, Jan. 6 | Spree, Feb. 17
Kaiser, Nov. 25 | Spree, Jan. 16 | Fulda, March 3
Passage, $100, $125, or $150 a berth, first cabin.
OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN
PACKET COMPANY.
FAST LINE TO LONDON.
NEW-YORK, SOUTHAMPTON, HAMBURG.
Twin-screw express steamers.
F. Bismarck, Oct. 19, 12 M. | Columbia, Nov. 2, 12 M.
First cabin, $75 and upward; second cabin, $50 and upward.
HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

MEDITERRANEAN EXPRESS.
LINE TO ALGIERS, NAPLES, AND GENOA.
Fuerst Bismarck, Nov. 16 | Columbia........Nov. 30
Extra steamer, Gellert, Nov. 4.
To Alexandria, Egypt, Columbia, Jan. 4, '94.
GRAND ORIENT EXCURSION.
Fuerst Bismarck from New-York Feb. 1, '94, to Gibraltar, Algiers, Genoa, Ajaccio, Alexandria, (Cairo and Pyramids,) Jaffa, (Jerusalem,) Smyrna, Constantinople, Athens, Malta, Messina, Palermo, Naples, Genoa, New-York. Duration, 65 days. Send for Illustrated Pamphlet and Travelers' Guide. Steamers leave from Hamburg Piers, Hoboken, N. J.
HAMBURG-AMERICAN PACKET CO., 37 Broadway, N. Y.
WALLER & CO., 337 Walnut St., Philadelphia.

AMERICAN LINE.
NEW-YORK, SOUTHAMPTON, LONDON.
Paris, Oct. 18, 11:30 A. M. | New-York, N. 1, 11:30 AM
Berlin, Oct. 25, 6 A. M. | Paris, Nov. 8, 6 A. M.
From Pier 43 N. R., foot of Christopher St.
Shortest and most convenient route to London.
Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender.
First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY, 6 Bowling Green, New-York.

ANCHOR LINE.
UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot of West 24th St.
S. S. CITY OF ROME, Saturday, Oct. 14, 8 A. M.
Saloon, $50 and upward. Second cabin, $30.
Circassia, Oct. 21, 2 P. M. | Devonia, Nov. 4, 2 P. M.
Furnessia, Oct. 28, 8 A. M. | Ethiopia, Nov. 11, 4 P. M.
Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

ANCHOR LINE. SPECIAL NOTICE.
The favorite steamship CITY OF ROME sails from New-York to GLASGOW VIA LONDONDERRY Saturday, Oct. 14, 8 A. M.

CUNARD LINE.
TO LIVERPOOL, VIA QUEENSTOWN.
Etruria, Oct. 21, 2 P. M. | Etruria, Nov. 18, noon.
Campania, Oct. 28, 7 A. M. | Campania, N. 25, 6:30AM
Umbria, Nov. 4, 2 P. M. | Umbria, Dec. 2, 1 P. M.
Lucania, Nov. 11, 7 A. M. | Lucania, Dec. 9, 6 A. M.
From Pier 40 North River, foot of Clarkson St.
Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.
VERNON H. BROWN & CO., General Agents.

WHITE STAR LINE.
Britannic, Oct. 18, 11 A. M. | Britannic, Nov. 15, 9 A. M.
*Teutonic, Oct. 25, 4 P. M. | *Teutonic, Nov. 22, 3P. M.
Germanic, Nov. 1, 11 A. M. | Germanic, N. 29, 9:30 A. M.
*Majestic, Nov. 8, 6:30 A. M. | *Majestic, Dec. 6, 3:30 P. M.
From White Star Dock, foot of 10th St.
Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.
H. MAITLAND KERSEY, Agent.

GUION LINE.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier B, foot of Grand St., Jersey City.
ALASKA..........Saturday, Oct. 28, 8 A. M.
Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO.,
Telephone, 3,095 Cortlandt. 35 Broadway.

COMPAGNIE GENERALE TRANSATLANTIQUE.
FRENCH LINE TO HAVRE every Saturday.
LA TOURAINE, Frangeul........Sat., Oct. 21, noon
LA CHAMPAGNE, Laurent...Sat., Oct. 28, 6 A. M.
LA BRETAGNE, Collier.......Sat., Nov. 4, 1 P. M.
A. FORGET, General Agent, No. 3 Bowling Green.

HEARN. West 14th St.
Trunks, Satchels, Bags, Steamer Chairs, Rugs, &c.
Largest stock and best values in New-York.

COLUMBIAN LINE.
NEW-YORK—COLON.
Panama, South Pacific, Central America, Mexico, and California,
VIA PANAMA RAILROAD.
Sailings from Pier 34, foot Canal St.:
S. S. Colombia..........Friday, 20th Oct., noon
S. S. City of Para..........Monday, 30th Oct., noon
S. S. Newport..........Friday, 10th Nov., noon
For freight, passenger, and general information, apply to the General Agents,
STAMFORD PARRY, HERRON & CO., 35 Broadway, or pier foot Canal St., N. R.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.
S. S. Chattahoochee..........Friday, Oct. 13, 3 P. M.
S. S. Kansas City..........Saturday, Oct. 14, 3 P. M.
S. S. City of Birmingham...Monday, Oct. 16, 3 P. M.
S. S. Nacoochee..........Wednesday, Oct. 18, 3 P. M.
Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA, FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to
J. D. HASHAGEN, E. Agt. | W. H. RHETT, Gen'l Agt.
S. F. & W. R'y, 261 B'way. | Central R. R., 317 B'way.
R. L. WALKER, Agent Ocean Steamship Co.
G. M. SORREL, Manager, New Pier 35 North River.

CLYDE LINE.
CHARLESTON, S. C., the South and Southwest.
JACKSONVILLE and all Florida Points.
From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.
YEMASSEE..........Monday, Oct. 16
SEMINOLE..........Wednesday, Oct. 18
IROQUOIS..........Friday, Oct. 20
CHEROKEE..........Monday, Oct. 23
All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.
FLA. CENT. & PEN. FAST F. & P. LINE via JACKS.
GRT. SO. FRT. & PASS. LINE via CHARLESTON.
T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

OLD DOMINION LINE.
Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 297, 317A, 362, 849, 944, and 1,225 Broadway.
W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL
& HUDSON RIVER R. R.
DIRECT LINE TO NIAGARA FALLS
All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City.

VERY LOW RATE EXCURSIONS
TO WORLD'S FAIR EVERY WEEK.
FOR PARTICULARS SEE TICKET AGENT.
TRAINS LEAVE AS FOLLOWS:

EMPIRE STATE EXPRESS.
8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.
CHICAGO FAST MAIL.
9:10 A. M.—Daily for Buffalo, Niagara Falls, and Chicago. No extra fare.
NEW-YORK AND CHICAGO LIMITED.
10:00 A. M.—Daily for Buffalo, Niagara Falls, and Chicago. Wagner Service.
DAY EXPRESS.
10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.
WORLD'S FAIR SPECIAL.
1:00 P. M.—Daily. Due Chicago 1:45 P. M. next day. Wagner Service.
SOUTHWESTERN LIMITED.
1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis 7:30 P. M. No extra fare.
EXPOSITION FLYER, (LIMITED.)
GREAT 20-HOUR TRAIN TO CHICAGO.
FOR THROUGH PASSENGERS ONLY.
3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.
ALBANY, TROY, & SARATOGA SPECIAL.
3:30 P. M.—Except Sunday. Wagner Drawing-room Cars.
NORTH SHORE LIMITED.
4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.
FAST WESTERN EXPRESS.
6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.
NORTHERN EXPRESS.
6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 5:08, Montreal 7:30 A. M.
BUFFALO, NIAGARA FALLS, AND ADIRONDACK MOUNTAIN SPECIAL.
7:30 P. M.—Daily. Due Buffalo 7:30, Niagara Falls 8:50 A. M., Malone 8:30 A. M.
LIMITED FAST MAIL.
9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.
CHICAGO NIGHT EXPRESS.
9:15 P. M.—Daily for Chicago; also through sleeping car for Ogdensburg.
PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.
Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.
For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.
Above trains, except those leaving at 8:30, 9:10 A. M., 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.
Westcott's Express calls for and checks baggage from hotels and residences through to destination.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE RAILROAD.
(N. Y. C. and H. R. R. R. Co., Lessee.)
Excursion Tickets to World's Fair, good for Ten Days, $17; also Round Trip Tickets, good until Nov. 15, $28.00.
Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot of Franklin St.:
3:30 A. M. Daily local to Suspension Bridge, except Sundays, west of Coeymans Junction.
7:30 A. M. Daily local to Albany and Saratoga. Parlor car to Albany Sundays only.
10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.
11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.
4:00 P. M. Daily, except Sunday, for Catskill Mountains and Albany.
5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.
8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
Haverstraw Locals, 7:00 A. M., 2:45, *5:35, 7:45, P. M. Newburg Locals, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.
Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.
For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 291, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

DELAWARE, LACKAWANNA AND WESTERN R.R.
Stations in New-York foot of Barclay and Christopher Sts.
VESTIBULED TRAINS, PULLMAN COACHES, SPECIAL COACH EXCURSIONS TO WORLD'S FAIR. TICKETS, GOOD 10 DAYS, $17.00, OCT. 16 AND 24. EXCURSION TICKETS, $28.00, GOOD UNTIL NOV. 15.
Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.
9:00 A. M.—BUFFALO, UTICA, and OSWEGO EXPRESS. Pullman parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 11:15 next morning.
7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.
1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.
4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.
7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.
9:00 P. M. (daily)—BUFFALO, UTICA, and OSWEGO EXPRESS. Pullman sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.
WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

N. Y., ONTARIO & WESTERN R. R.
Excursion Tickets, New-York to Chicago and Return, $28.00.
SPECIAL COACH EXCURSION ON TUESDAY, OCT. 17, AT $17.00; WEDNESDAY, OCT. 18, AND THURSDAY, OCT. 19, AT $15.00; SATURDAY, OCT. 21, AT $17.00.
Trains leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:
8:25 A. M. (daily except Sunday) for Wallkill Valley R. R. stations, Middletown, Ellenville, Fallsburgh, Liberty, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, and Oswego.
3:15 P. M. (except Sunday) Sullivan Co. Express for Wallkill Valley Railroad stations, Campbell Hall, Middletown, Ellenville, Mountain Dale, Centreville, Fallsburgh, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.
7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego.
7:45 P. M. daily, via Niagara Falls. Reclining chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:30 A. M., St. Louis 8:00 P. M.
Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.
J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

Baltimore & Ohio R. R.
Fast Express Trains to
BALTIMORE, WAHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty St.
For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.
For PITTSBURG, 1:30 P. M., 12:15 night.
For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.
For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M., Dining Car,) 1:30, 3:30 P. M., (Dining Car,) 5:00, 6:00, P. M., 12:15 night. All trains run daily.
For Norfolk, Bay Line, 1:30 P. M., except Sunday.
Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York; 344 Fulton St., Brooklyn, STATION FOOT OF LIBERTY ST., C. R. R. of N. J.
New-York Transfer Co. will call for and check baggage from hotel or residence to destination.

$21 Excursions World's Fair $21.
For Manhattan Day, including three days hotel with board. H. Gaze & Sons, 113 B'way, N. Y., (est. 1844,) Official ticket agents for chief trunk lines.

TIMES, UP TOWN OFFICE,
1,269 Broadway..........Near 32d Street
Open daily, Sundays included, from 5 A. M. to 9 P. M.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.
STATIONS foot of Desbrosses and Cortlandt Streets,
In Effect Oct. 14, 1893.
9:00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrives Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10:00 A. M. next day.
9:00 A. M. FAST LINE.—For Pittsburg and Chicago. Parlor and Sleeping Cars.
12:00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 12:00 noon.
2:00 P. M. ST. LOUIS, CINCINNATI, AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville, and Chicago. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5:30 P. M.
6:30 P. M. WESTERN EXPRESS.—Pullman Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.
7:30 P. M. SOUTHWESTERN EXPRESS week days, 7:45 P. M. Sundays—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6:00 P. M., St. Louis 7:00 A. M. second morning.
8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car New-York to Chicago. Arrives Chicago 7:30 A. M., (second morning,) Toledo 11:20 P. M., Columbus 7:15 P. M., Cleveland 6:10 P. M., week days.
2:00 P. M. SHENANDOAH VALLEY ROUTE, daily, with Sleeper to New-Orleans.
BALTIMORE, WASHINGTON, AND THE SOUTH.
10:00 A. M.—"Washington Limited," week days. Pullman Parlor Cars and Dining Car.
3:20 P. M.—"Congressional Limited," daily. Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.
ADDITIONAL EXPRESS TRAINS: 8, 8:30, 9:30, 11 A. M., 2:10, 4:30, 5, 9 P. M., 12:15 night. Sunday, 8:30, 9:30 A. M., 4:30, 5, 9 P. M., 12:15 night.
9:30 A. M.—Atlantic Coast Line Express, daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9 P. M. daily. Sleeper to Jacksonville.
4:30 P. M.—Richmond and Danville Express, daily. Sleepers to Augusta and New-Orleans.
5:00 P. M.—Daily for Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.
FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8 A. M. week days, and, with Through Sleeper, 8 P. M. daily.
FOR ATLANTIC CITY, 1 P. M. week days, with Through Buffet Parlor Car.
FOR CAPE MAY, 1 P. M. week days.
For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 9:10 A. M., 12:10, 2:30, 3:40, 4:20, 5:10, and 11:45 P. M. week days. Sundays, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)
FOR PHILADELPHIA.
Express: 6:20, 7:20, 8, 8:30, 9, 9:30, 10, 11 A. M., (12 noon, Penn's Limited,) 12:20, 1, 2:10, 3, 4, 4:30, 5, 6, 6:30, 7, 7:50, 8, 9 P. M., 12:15 night. Sundays, Express, 6:15, 8:30, 9, 9:30, 10 A. M., (12 noon, Limited,) 2, 4, 4:30, 5, 6:30, 7:45, 8, 9 P. M., 12:15 night.
Ticket offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.
The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.
S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY.
(......a te coal used exclusively, insuring cleanliness and comfort.)
Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.
Time Table in Effect Sept. 26, 1893.
ROYAL BLUE LINE
TO
PHILADELPHIA, BALTIMORE, AND WASHINGTON.
For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Baltimore and Washington, week days and Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.
For Reading at 4:00, 8:00, 8:45, 10:00, 11:30 A. M., 1:00, 1:30, 2:15, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 1:00, 1:30, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.
For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 1:00, 1:30, 5:00, 5:30 P. M., 12:15 night.
For Pottsville at 4:00, 8:00, 8:45, 11:30 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 1:00, 1:30, 3:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.
ALL-RAIL ROUTE.
For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50, to Red Bank, 8:15, 11:30 A. M., 1:30, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:00 A. M., 4:00 P. M.
For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15 A. M., 1:30, 4:30, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.,
From Pier 8 N. R., foot Rector St.
For Atlantic Highlands, Highland Beach, Seabright, Monmouth Beach, and Long Branch at 10:15 A. M., 3:45 P. M. Sundays, 9:30 A. M.
For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 3:45 P. M. Sundays, (except Ocean Grove and Asbury Park,) 9:30 A. M.
For Lakewood, Toms River, and Barnegat, 3:45 P. M.

ERIE LINES.
Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.
10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake, Parlor car New-York to Buffalo and Niagara Falls. Dining car.
3:00 P. M.—Vestibule Limited. Solid train for Chicago via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.
6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.
8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.
Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

New-York and Boston All Rail.
N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.

Leave.	By way of	Due.
9:00 A. M.,	Springfield and Worcester,	3:30 P. M.
10:00 A. M.,	**New-London & Providence,	3:00 P. M.
10:03 A. M.,	New-London and Providence,	4:30 P. M.
11:00 A. M.,	Springfield and Worcester,	5:30 P. M.
12:00 M.,	‡Springfield and Worcester,	5:40 P. M.
12:03 P. M.,	Hartford and N. Y. and N. E.,	6:30 P. M.
1:00 P. M.,	New-London and Providence,	7:30 P. M.
2:00 P. M.,	‡New-London and Providence,	7:40 P. M.
3:00 P. M.,	*Willimantic and N. Y. & N. E.,	†8:40 P. M.
4:00 P. M.,	*Springfield and Worcester,	10:00 P. M.
5:00 P. M.,	*New-London & Providence,	11:00 P. M.
11:00 P. M.,	*Springfield and Worcester,	6:15 A. M.
12:00 P. M.,	*New-London & Providence,	7:00 A. M.

*Runs daily, including Sundays.
**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
†Arrival on Sunday twenty minutes later.
‡All parlor cars.
Return service same hours and by same route.
Through parlor or sleeping cars by each train.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

Travelers' Guide—Steamboats.

PROVIDENCE LINE.
FARES REDUCED TO ALL POINTS.
BOSTON, $3; PROVIDENCE, $2.25; WORCESTER, $2.25. Steamers CONNECTICUT and RHODE ISLAND leave Pier 29 (old No.) North River, foot of Warren St., at 5:30 P. M. daily, except Sunday, connecting trains due Boston 7:15 A. M.; Worcester, except Sunday, 8 A. M.

STONINGTON LINE.
ALL FARES REDUCED.
Inside route to BOSTON, $3.00; PROVIDENCE, $2.25, and the EAST. New steel steamers MAINE and NEW-HAMPSHIRE leave new Pier 36 N. R., one block above Canal St., at 6 P. M. daily, except Sunday.

NORWICH LINE.
Favorite Inside Route. Fares Reduced. To New-London, $1.00; Norwich, $1.25; Worcester, $2.00; Boston, $3.00. Corresponding reduction to all points east. Steamers leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, Sundays excepted, at 6 P. M., connecting with vestibuled express train leaving New-London at 5:35 A. M., reaching Worcester 7:55 and Boston 9 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays excepted) at 3 P. M. and 11:30 P. M., arriving in time for trains to Meriden, Hartford, Springfield, and the North.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily, except Saturday, 6 P. M. Sunday steamer touches at Albany.

CATSKILL, HUDSON, AND COXSACKIE boats leave every week day from Pier 43, foot of West 11th St., N. R., at 6 P. M., connecting at Hudson with Boston and Albany R. R. for all points East.